

DOWNTOWN REVITALIZATION:
PLANNING FOR ST. JOSEPH'S FUTURE

by

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A REPORT

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Abstract

Historically downtown St. Joseph was a vibrant urban center where many people came for entertainment and shopping (Bunkowski, 2010). With the rise of the automobile in the 1950's and 60's, the city has become largely focused around auto-oriented development. The downtown has been separated from the Missouri River with the construction of Interstate 229 and rail lines, limiting access to the riverfront. Overtime, some of the sites have become contaminated and are now designated as brownfields.

Redevelopment of downtown St. Joseph can help solve these problems, and help position the city for future development. By restructuring existing buildings and planning for future infill, as well as incorporating green space into the design of the area, the downtown can once again be a vibrant, vital area of the city. The redevelopment of downtown St. Joseph will focus around creating walkable mixed-use urban fabric that attracts people to the city's core.

Downtown St. Joseph will once again become an important economic and social center for the city. New mixed use development in the downtown will provide places for new businesses and residences in the city. Enhanced connections to the surrounding areas will increase access to the downtown and parks in the area. Improvements to the downtown will make the area a vital part of St. Joseph.

Downtown Revitalization

Planning for St. Joseph's Future



Jeff Graham

Downtown Revitalization: Planning for St. Joseph's Future

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Downtown Revitalization: Planning for St. Joseph's Future

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“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

-Jane Jacobs in *The Death and Life of Great American Cities*





1 Introduction 1

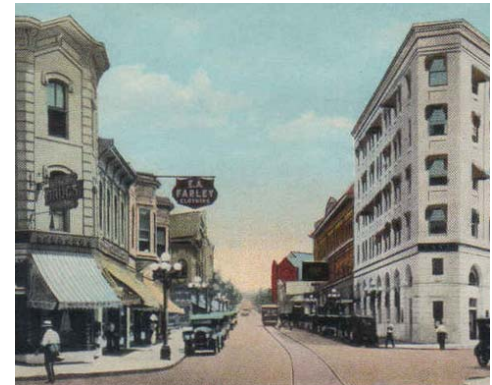
St. Joseph Background

Introduction 2

St. Joseph was founded 1843 by fur trader Joseph Robidoux. Robidoux originally settled the area in 1826 as the Blacksnake Hills trading post, and incorporating it into a town later. In 1848, when gold was found in California St. Joseph became a starting point on the journey to California. In 1860 the Pony Express began, which carried mail from St. Joseph to Sacramento, California. By 1880's and 1890's St. Joseph was the main wholesaler of products for the West. With the combination of the stockyards and several packinghouses opening through the 1920's, meat packing became one the largest sources of income for the city and surrounding agricultural areas (City of St. Joseph, 2010).

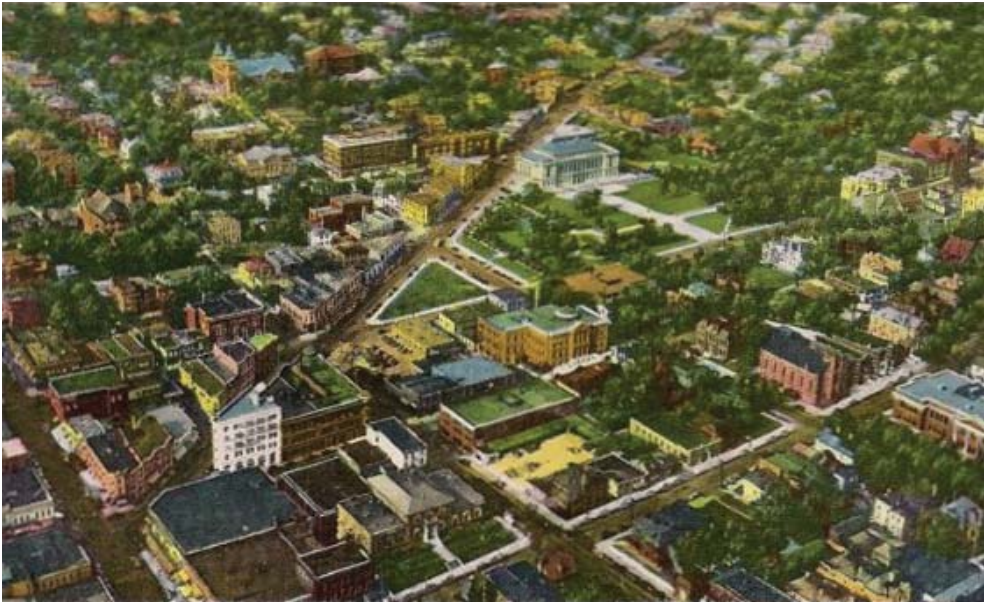
Today the city has grown and expanded from its historical beginnings. The city of St. Joseph covers 44.5 square miles and is home to nearly 77,000 residents. St. Joseph is also the "central service provider for a

seven county area of northwest Missouri and northeast Kansas with a combined population of over 155,000" (City of St. Joseph, 2010). The major travel corridor is Interstate 29, which runs north south from Mexico to Canada, and to Kansas City International Airport, located 38 miles to the south of St. Joseph. The modern make up of jobs range from healthcare and education to animal pharmaceutical production, aerial work platform manufacturing, riverboat gambling, light manufacturing, and distribution (City of St. Joseph, 2010).



1.1: Historic Frederick Avenue. The view looking along Frederick Avenue from 8th Street. (Cassity)

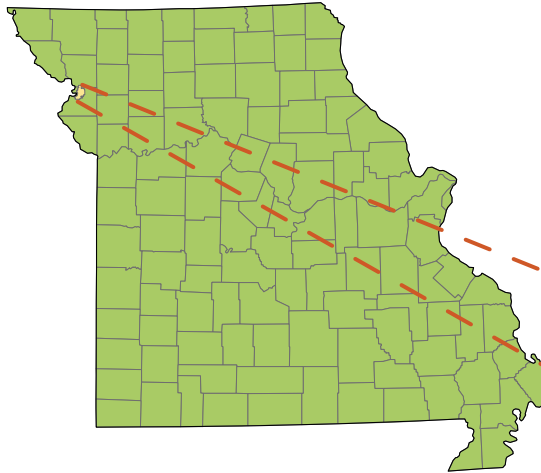
1.2: Historic Downtown Aerial View. The image shows the historical view of the downtown and city hall. (McGinnis/Shady)



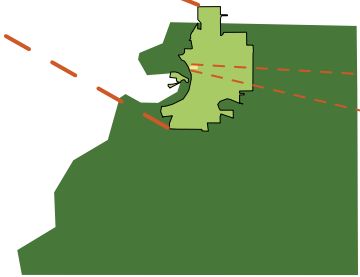
Site Location

The city of St. Joseph is located in northwest Missouri in Buchanan County. The downtown is located along the west edge of the city next to the Missouri River. The downtown area defined by the City of St. Joseph is depicted in Figure 1.5. The downtown covers roughly 50 blocks in a 126-acre area.

The downtown grew from the original city center and still contains a number of the original buildings today. The downtown has transformed from the commercial center of the city to the civic center of the city. The downtown is also home to performing arts venues, several nightlife establishments, and a variety of offices. Industrial areas lie adjacent to the northwest and southwest sides of the site. Residential neighborhoods are located on the north and east edges of the site, while a mix of brownfields and commercial uses are located to the south.

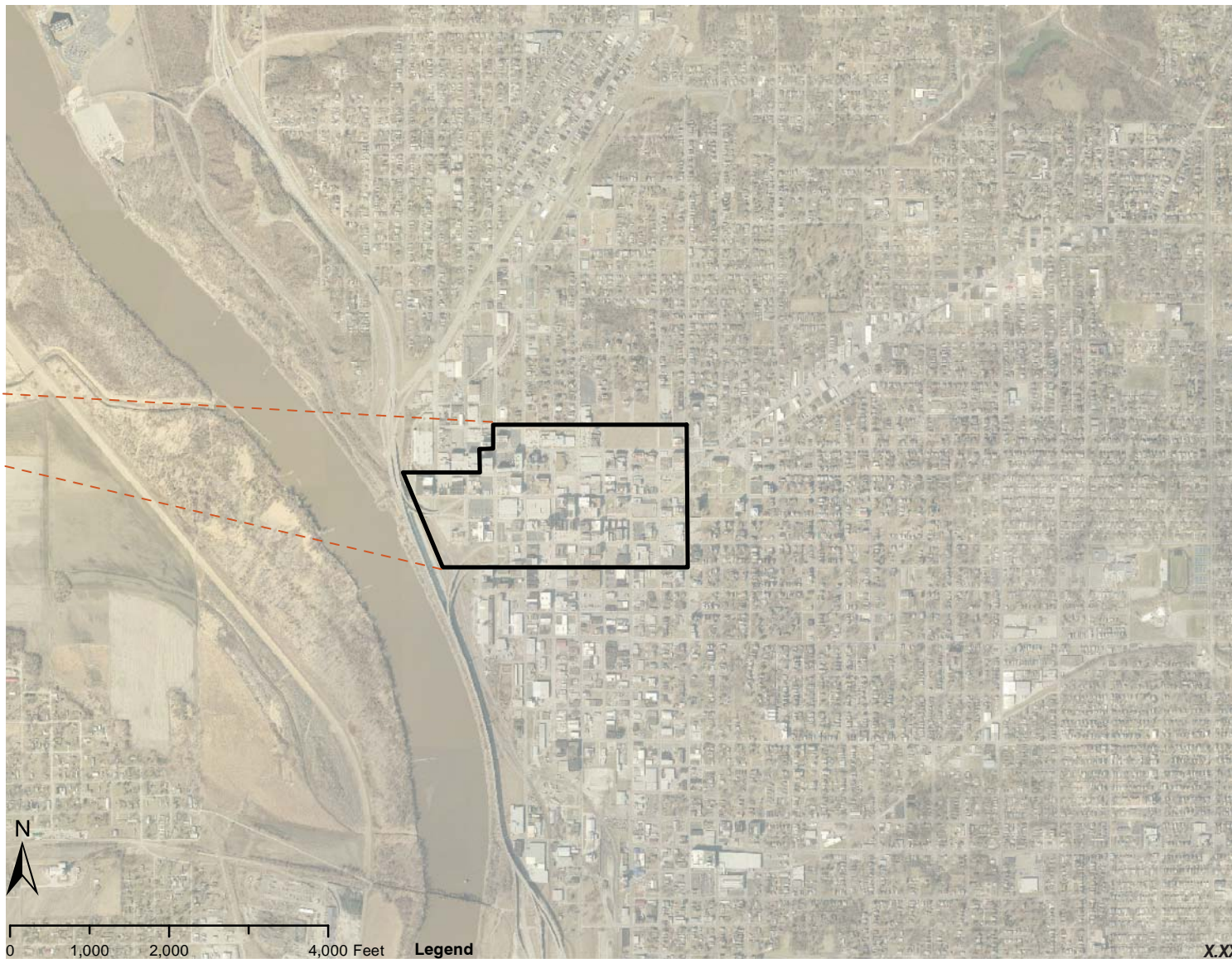


1.3: State Context. *St. Joseph is located in the State of Missouri in the United States of America. (J. Graham)*



1.4: Municipal Context. *St. Joseph is located in Buchanan County in the northwest corner of the State of Missouri. (J. Graham)*

1.5: District Context. *Downtown St. Joseph is located on the west side of the city along the Missouri River. (J. Graham)*



St. Joseph + DREAM Initiative

Introduction 6

In order to help communities in Missouri plan for improvements to their downtowns that they would not be able to make otherwise, the state of Missouri started the Downtown Revitalization and Economic Assistance for Missouri (DREAM) Initiative. The initiative “provides select communities with access to the technical and financial assistance they need to accomplish their downtown revitalization plans” (modream.org, 2010). The initiative is a 3 year commitment between various Missouri state agencies and the selected communities. The DREAM Initiative’s goal is to “build upon those investments and leverage existing public resources to attract new private investment and create jobs” (modream.org, 2010).

In 2006, the city of St. Joseph was selected to be part of the DREAM Initiative. The city began working with Peckham Guyton Albers & Viets (PGAV), an architecture and planning firm from St. Louis, to create plans for the

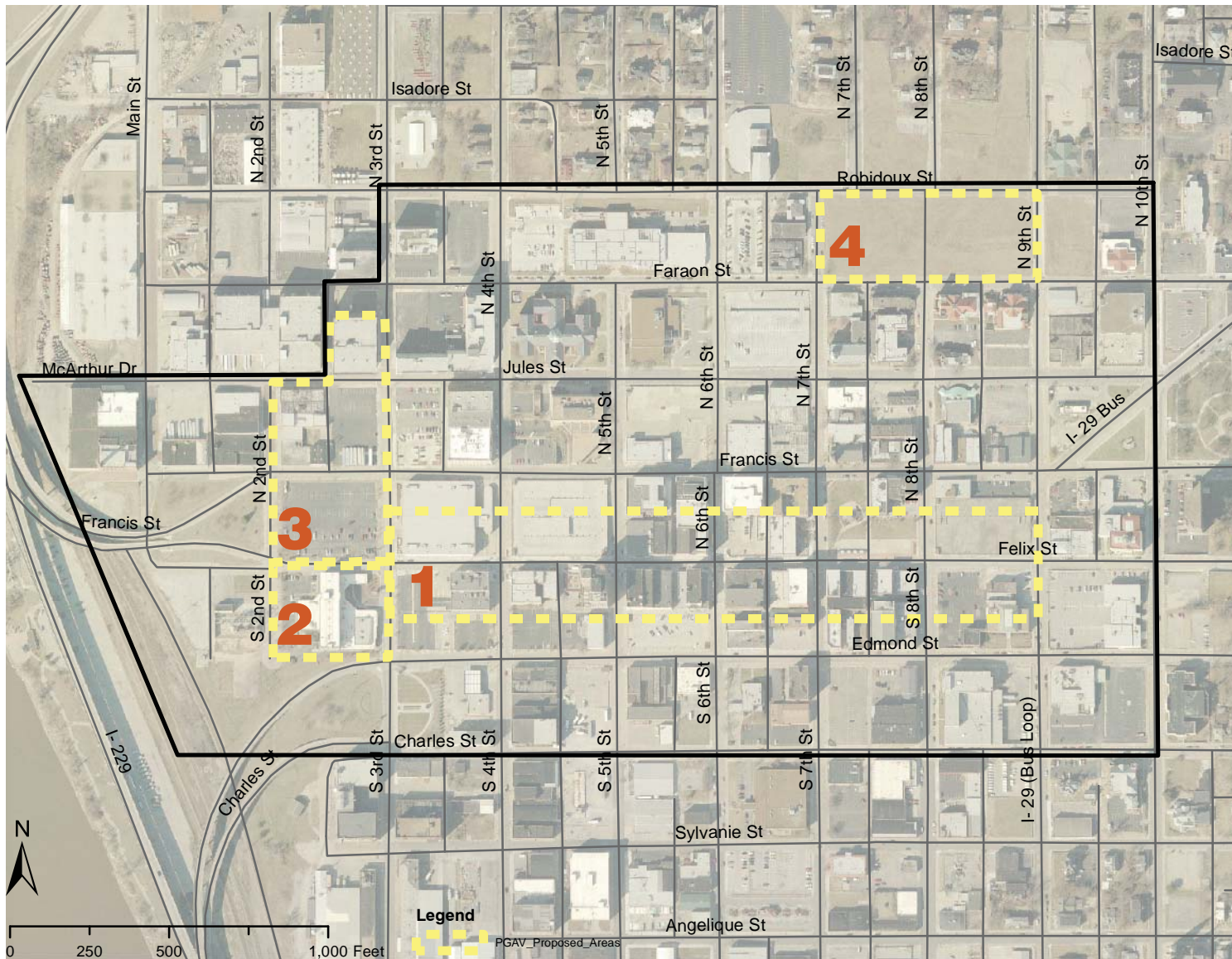
downtown area.

PGAV’s plan delineates four main areas of redevelopment focus:

1. An entertainment/retail corridor
2. Expansion of the existing Holiday Inn
3. A new convention center and hotel
4. New residential use

Another part of the plan was a 10-step process of “building blocks” to aid in the redevelopment process. The building blocks are a series of recommendations that culminate with increased private investment in the downtown. Further information on the building blocks can be found in the appendix.

1.6: PGAV Proposed Plan. *The plan shows the proposed areas of work by PGAV. (J. Graham)*



Small City Downtowns

Introduction ∞

In his article “Downtown Development Principles for Small Cities,” Kent Robertson notes that there are several differences between large cities and small cities (cities containing less than 100,000 residents). Some of the characteristics that Robertson describes are present in downtown St. Joseph. These include relevant factors such as:

- the downtown is more human scale
- retail structure is different than large cities
- the downtown still possesses a number of historic buildings

Robertson also details eight principles for successful downtown redevelopment. Three of Robertson’s principles lend themselves to the redevelopment of St. Joseph’s city core that can be achieved through new design. The principles are:

- downtowns should be multifunctional

-downtowns should take advantage of their heritage

-downtown should be pedestrian friendly.

More information on Robertson’s article can be found in the Literature Reviews in the appendix.

1.7: Downtown Buildings. The image shows a historical building on the right and a new commercial building on the left, which contains local small retail businesses. (J. Graham)



Community Development



1.8: Missouri Theater. *The Missouri Theater hosts many cultural events in the downtown. (J. Graham)*

Gary Paul Greens and Anna Haines' book *Asset Building & Community Development*, was another important book related to the project. Green and Haines identify seven capitals that are important to community development. The capitals are physical, human, social, financial, environmental, political, and cultural; further explanation of the capitals is provided in the literature review section.

For the redevelopment of downtown St. Joseph, physical, environmental, and cultural capitals were identified as important elements that must be improved upon

through design. Cultural capital is located throughout the downtown with a variety of historic buildings and districts, festivals, and performing arts theaters. Physical capital, the buildings and infrastructure, of the downtown is currently in various states. Building conditions vary throughout the downtown, from newly renovated to abandon and derelict. Sidewalks in the downtown also vary widely in the downtown, from newly installed as part of streetscape improvements to cracked and falling apart.

Dilemma

Introduction 10

The downtown area of St. Joseph, Missouri was once a thriving urban center in the 1950's. The downtown was home to most of the commercial activity of the town with restaurants, department and retail stores, theaters, and offices (Bunkowski, 2010). The downtown core today is quite different, with many buildings sitting empty and derelict. The rise of the automobile and shopping mall has moved a majority of the commercial activity to US highway 169, also known as the Belt Highway. Today the city is focused largely on auto-oriented development.

The downtown of St. Joseph faces many environmental issues. The Missouri River runs immediately to the west of the site; however, it is separated from the city by active railroad tracks and an elevated interstate. The downtown also lacks green space for residents and visitors. Green space in the downtown is limited

to one park and a few open patches of grass, which are too small to support public gatherings. The downtown and surrounding areas contain brownfields that pose problems to redevelopment. It is also possible that there are contaminants around the railroad tracks that would make it a brownfield as well (Leven et al. 2010).

The physical state of the downtown varies widely from newly installed sidewalks and renovated buildings, to boarded-up neglected buildings. With some exceptions of where streetscape improvements have been made, sidewalks in the downtown do not conform to Americans with Disabilities Act standards. While improvements have been limited, streetscape improvements have raised the number of people walking along the improved areas (Boerkircher, 2011).

One area where the downtown does not lack assets however is cultural

opportunities. The area is home to parades, festivals, and places that create social capital. These events help to bring people to the downtown and create social bonds that are important to cities. The local YMCA and YWCA are also downtown, which attract people downtown daily.

With the cost of fossil fuels likely to increase in the future due to growing global demand and diminishing supplies, automobile oriented development cause citizens to spend more of their income to drive. This in turn limits the amount of money citizens can spend on other expenses. One way our cities can be better prepared for the future by changing development strategies to be less automobile dependent (Newman, Beatley, & Boyer, 2009) (Steiner, 2009).

One way to be better prepared for the likelihood of high-energy prices in the future is for cities to refocus development inward instead of continuing to sprawl outwards. In small cities such as St. Joseph, revitalization of a vacated downtown could provide locations for many businesses and residents.

PGAV has created plans for the redevelopment of the downtown. PGAV's plan provides a good starting point for redevelopment, but only focuses on a first phase. PGAV's plans for redevelopment discuss the creation of a retail corridor, the addition of a conference center, the

need for more hotel rooms, and various needed businesses such as a grocery store. However, PGAV's plan does not contain any recommendations for the rest of the project site other than the limited areas of proposed work. I am proposing building on PGAV's plans to determine how and where new development should occur after PGAV's plans have been carried out. St. Joseph can be revitalized to create a cohesive downtown environment that builds on PGAV's work, through infill development that is walkable, improves the environment, and solidifies the downtown as an important place in St. Joseph.

Critical Existing Conditions

A- Interstate 229 (an elevated double-decker highway) is currently a barrier between the riverfront and the downtown.

B- There is an active rail line that could also be a barrier to the riverfront.

C- The current riverfront park lacks amenities and features for users.

D- Following 6th street to the north, there is a link to the parkway trail system that runs throughout the city.

E- Green space in the downtown is rather limited and lacks functionality.

F- Development cannot occur too close to the river due to the area being low lying; it occasionally floods in the spring.

G- Existing redevelopment along Felix Street. The redevelopment is mostly bars and loft apartments.

H- The riverfront trail connects the riverfront park to the Nature Center to the North.

I- Civic Center Park is located adjacent to the site. The park is home to many festivals and events that could draw people into the downtown.

J- The Civic Arena holds events that bring large amounts of people to the downtown from the city and surrounding regions.

K- The combined storm sewer discharge releases sewage into the Missouri River during storm events.

1.9: Critical Existing Conditions.
Existing site conditions around the downtown. (J. Graham/Bing Maps)

Points of Interest

A-I-229

B-Riverfront Park

C-Rail Line

D-Link to the Parkway Trail System

E-Green Space

F-Spring Flooding Area

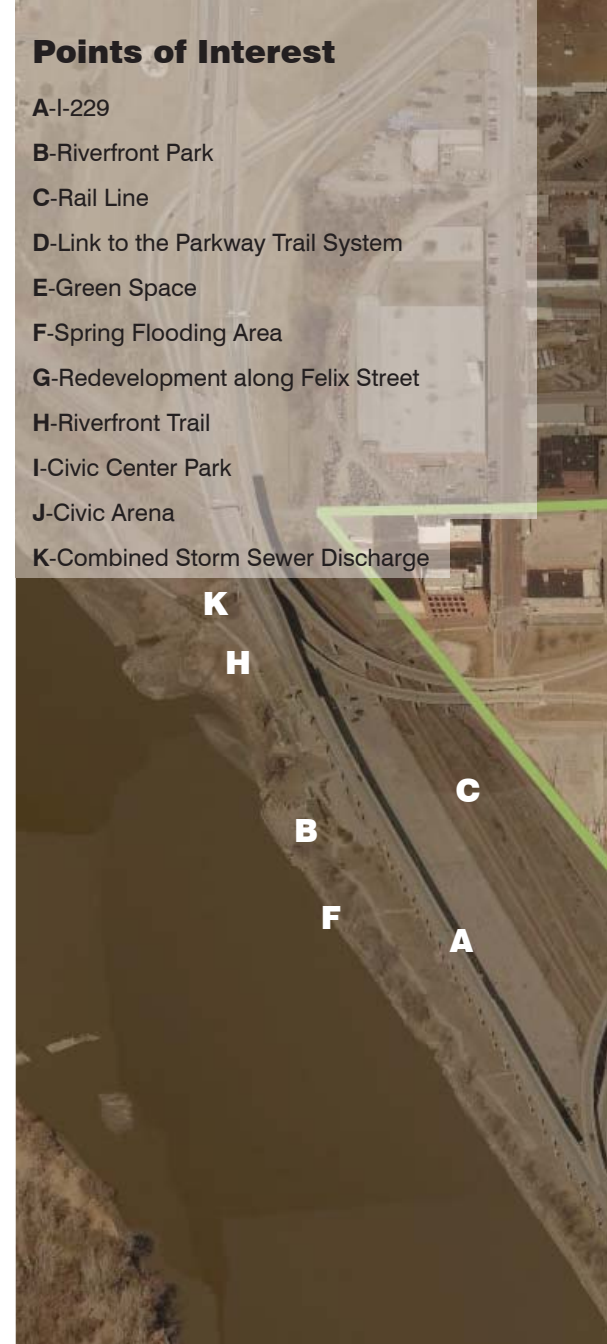
G-Redevelopment along Felix Street

H-Riverfront Trail

I-Civic Center Park

J-Civic Arena

K-Combined Storm Sewer Discharge

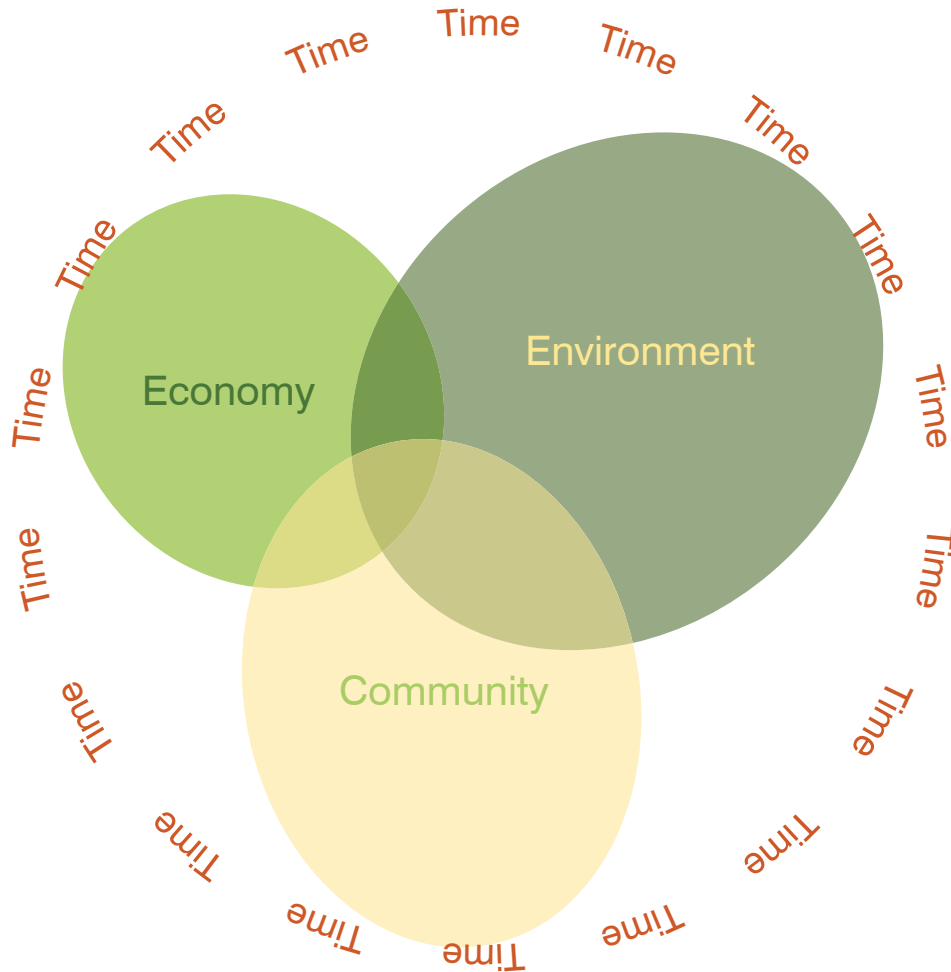




Goals & Objectives

- Understand the factors that make redevelopment and infill possible in a small city environment.
- Explore the application of landscape architecture and planning to the redevelopment process.
- Introduce the idea of sustainability to a historic urban setting.
- To better comprehend how change in the urban fabric occurs over time.
- Apply the experience that I have gained over the last five years of school to my last project.
- Create a document that furthers the dialogue about redevelopment of downtown in St. Joseph, Missouri.

Philosophy Diagram



The design philosophy for the redevelopment of downtown St. Joseph examines the triple bottom line of sustainability, economy, environment, and community. In addition, the philosophy considers the three ideas through time, by looking at past, present, and future.

1.10: Philosophy Diagram. *The philosophy diagram is based on the triple bottom line of sustainability. (J. Graham)*

“We shall never achieve harmony with the land, anymore than we shall achieve absolute justice or liberty for people. In these higher aspirations the important thing is not to achieve but to strive.”

-Aldo Leopold in *Round River: From the Journals of Aldo Leopold*





2 Explore

Providence 2020 Plan

Location and Size

Providence, Rhode Island
1,200 acres

Date Designed

2005

Designer

Sasaki Associates, Inc.

Client

City of Providence

Guiding Principles

- Create distinctive parks that establish the city's identity, link districts, and are integral to surrounding development
- Link the Valley to the Bay with transit and a continuous transit spine
- Connect each neighborhood to downtown and the waterfront
- Create a network of pedestrian friendly streets
- Celebrate great architecture
- Position each district according to its unique assets to promote diverse mixed use environments
- Develop shared parking in strategic locations



2.1: Canal View. *Proposed View of Canal.*
(Sasaki Associates)

Relevance

The Providence 2020 Plan provides a vision of a downtown that prioritizes physical capital through connectivity, redevelopment, and environmental capital through green space.

The plan creates better connections through the downtown that link various districts together. This could influence how the downtown connects to surrounding neighborhoods. The emphasis on infill in Providence, could also affect infill development in St. Joseph.

History & Background

The city of Providence and its downtown are situated along the Woonasquatucket and Providence Rivers. The city's waterfront was once a working waterfront; however, the businesses have since moved away, leaving the waterfront vacant. The downtown is divided into various districts that are home to different types of businesses. Surrounding the waterfront are residential neighborhoods on the hillsides that overlook the downtown.

Downtown Providence is also home to the performing and visual arts in the city. In the downtown people can find, "theaters, music, art galleries, museums, or just to enjoy the many public art pieces found in the city's civic spaces (Sasaki Associates 2006).

Program

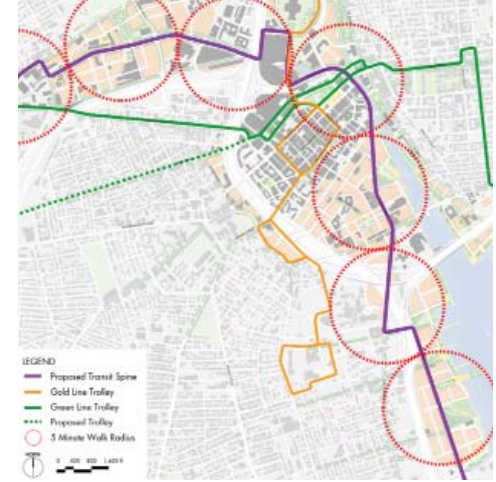
In the future, downtown Providence will be linked to the waterfront through pedestrian friendly streets and waterfront parks. Each district in the downtown will have their own parks that have distinct character. The program of the parks will promote the utilization of the water through activities such as fishing, bird watching, and educational opportunities. The downtown parks will also be linked into various regional trail systems. (Sasaki Associates 2006)

The Providence 2020 Plan describes gateways and how the sense of arrival needs to be, “well-choreographed arrival into downtown is easy to understand, offers clear signage, and features the best attributes of the city at the gateway locations.” The main entrance into downtown Providence is Interstate 95. The highway has many entrances and exits into the downtown, making it both a highway and a local road. The Providence 2020 Plan focuses development of entrance enhancements along Interstate 95, Interstate 195, and US Route 6 to create a better character for the downtown. (Sasaki Associates 2006)

Hierarchy of streets is an important feature in Providence. The Plan for the city identifies major streets that connect neighborhoods



2.2: Streets and Linkages. The diagram depicts new streets and continuous waterfront linkages. (Sasaki Associates)



2.3: Transit Lines. The diagram depicts various transit lines in downtown Providence. (Sasaki Associates)

to the waterfront and streets that run parallel to the waterfront. The Plan describes the need for signage and streetscapes to be consistent through all the major streets that are in the downtown. (Sasaki Associates 2006)

Public parking will be an important part of the future downtown Providence. The Plan locates parking structures in areas that allow visitors to arrive from highways, onto the gateway streets, and into parking structures. The location of parking structures is optimized to be shared between visitors to the downtown and employees in the downtown. (Sasaki Associates 2006)

Transit will run throughout the downtown to promote connectivity between districts and to reduce automobile traffic. Transit runs along a spine that connects the waterfront to the interior residential neighborhoods. The transit spine is designed to be within a ten minute walk of many residential locations. (Sasaki Associates 2006)

The Providence 2020 plan shows how infill development, connectivity, and green space can be incorporated into an existing downtown.



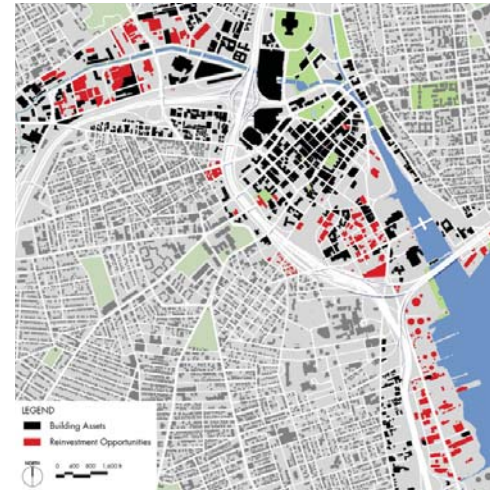
2.4: Existing Heights. The diagram depicts the current building heights in the downtown. (Sasaki Associates)



2.5: Proposed Heights. The diagram depicts the proposed building heights in the downtown. (Sasaki Associates)



2.6: Proposed Waterfront. The image shows improvements to the proposed waterfront. (Sasaki Associates)

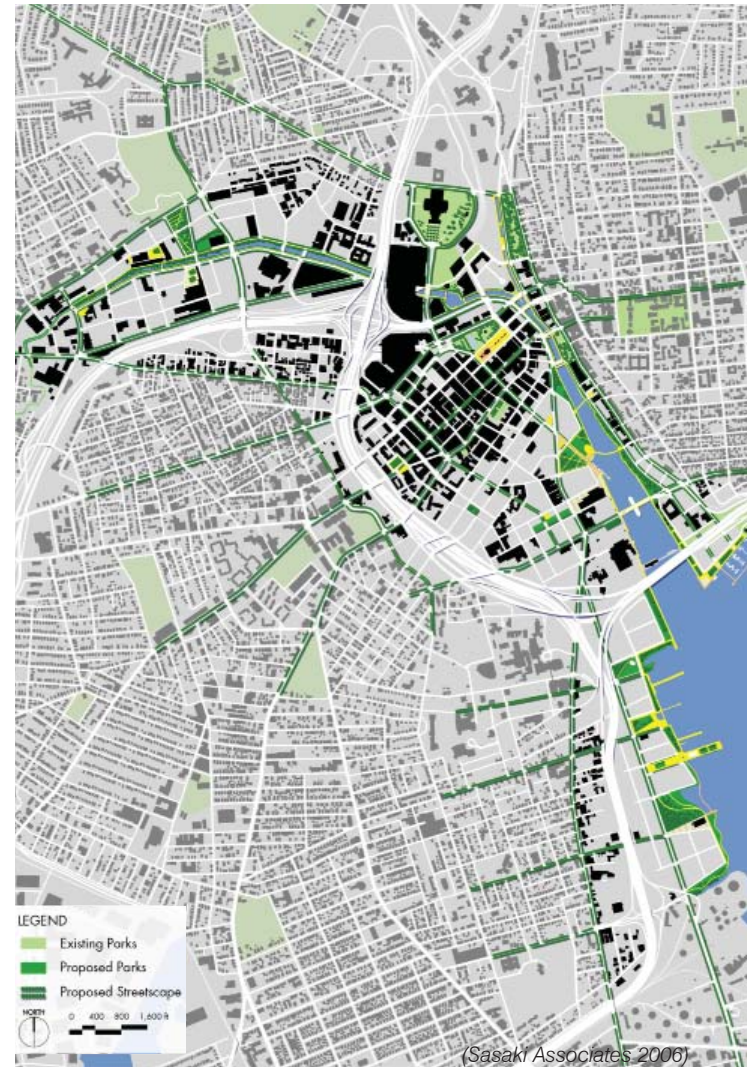


2.7: Redevelopment Areas. The diagram depicts targeted buildings for redevelopment. (Sasaki Associates)

2.8: Proposed Park. The image depicts a new park in the downtown. (Sasaki Associates)



2.9 Proposed Master Plan. The image depicts the proposed master plan for downtown Providence. (Sasaki Associates)



2.10: Green Space Plan. The diagram shows the existing and proposed parks in the downtown area. Parks and tree lined streets connect the waterfront to the interior downtown. (Sasaki Associates)

Santa Cruz, California

Location and Size

Santa Cruz, California

Date Designed

1995

Designer

N/A

Client

City of Santa Cruz

Relevance

The redevelopment of Santa Cruz is indicative of how a project can bring more people into a downtown to make it successful. The opening of a new movie theater helped attract people and, in turn, new businesses into the downtown, which improved the city's physical and cultural capitals.

History & Background

In the 1980's downtown Santa Cruz was faced with issues that many downtowns of that time faced, such as loss of business to shopping malls and homeless residents. Many efforts were made to improve conditions, but a disagreement between the Santa Cruz Chamber of Commerce and the City Council prevented much action from occurring. Then on October 17, 1989 a 7.1 magnitude earthquake occurred 18 miles south of downtown Santa Cruz. Many buildings in the downtown were damaged and a total of 34 buildings had to be demolished, including three landmark buildings. (Garr 2001)

In 1991, ROMA Design Group created a plan for Santa Cruz that "called for a standard three story building height, with five allowed in certain locations. Ground floors would be retail or restaurants with offices or residential above." This plan languished and eventually failed due to an inability to obtain loans because owners lacked equity, the likelihood of higher rents that tenants could not afford, and a lack of "social ambience." (Garr 2001)

Program

In the spring of 1995, the downtown got a new tenant that brought people downtown, the Cinema 9. The movie theater brings in nearly 700,000 people per year to its screens. Movie patrons also spend time and money in other establishments in the downtown; Research by McMillan (cited in Garr) shows that one business near the Cinema 9 increased their profits by 50% in the first three weeks after the theater just by staying open until 11 p.m. The influx of people was large enough that new bookstores, coffee shops, and restaurants were able to open and be sustained. The Cinema 9 was credited with saving the downtown of Santa Cruz. (Garr 2001)

Santa Cruz demonstrates how one project can have a large impact on the surrounding area's development. The addition of one business and the people it brought with it helped revive a downtown.

Dockside Green

Location and Size

Victoria, British Columbia, Canada
15 acres

Date Designed

First phase completed in 2008; Second phase underway

Designer

Busby Perkins +Will

Client

Windmill Development Group and
Vancity Enterprises

Guiding Principles

- All buildings will be LEED Platinum certified
- Dedicated pedestrian and cyclist routes
- Live/work, work/live uses
- Neighborhood retail
- Locally owned stores
- Open space
- Walkable streets



2.13: Proposed Development. The image shows an aerial site map and context. (Busby, Perkins, +Will)

Relevance

Dockside Green shows how mixed-use development and environmentally friendly principles can mesh to benefit physical capital. Dockside Green also illustrates how infill development can incorporate green space into a plan to increase environmental capital. Finally, Dockside Green is also a semi-waterfront project similar to St. Joseph's downtown, with both projects having barriers preventing them from being directly adjacent to the water.

History & Background

Dockside Green is situated on a reclaimed industrial waterfront parcel. The site was "formally contaminated with petrochemicals and toxic heavy metals (Farr 2008)." The project's developers, however, envisioned Dockside Green as a zero-carbon development.



2.14: New Development. The image shows a mixed-use area in the development. (Busby, Perkins, +Will)



2.15: Dockside Green streetscape.
(Busby, Perkins, +Will)



2.16: Dockside Green streetscape & multi-modal paths. (Busby, Perkins, +Will)



2.17: Dockside Green interior walkway.
(Busby, Perkins, +Will)

Program

Dockside Green is composed of one large superblock that is developed around a central green way that provides access through the site. The trail runs from the north end of the development to the South Plaza that will be a mixed-use hub (Farr 2008).

The central green way has walking paths and bike path throughout it. In addition to the South Plaza, there will be restaurants and retail located along the pedestrian paths. Dockside Green also connects to the Galloping Goose regional trail, which can take people to the city center (Farr 2008).

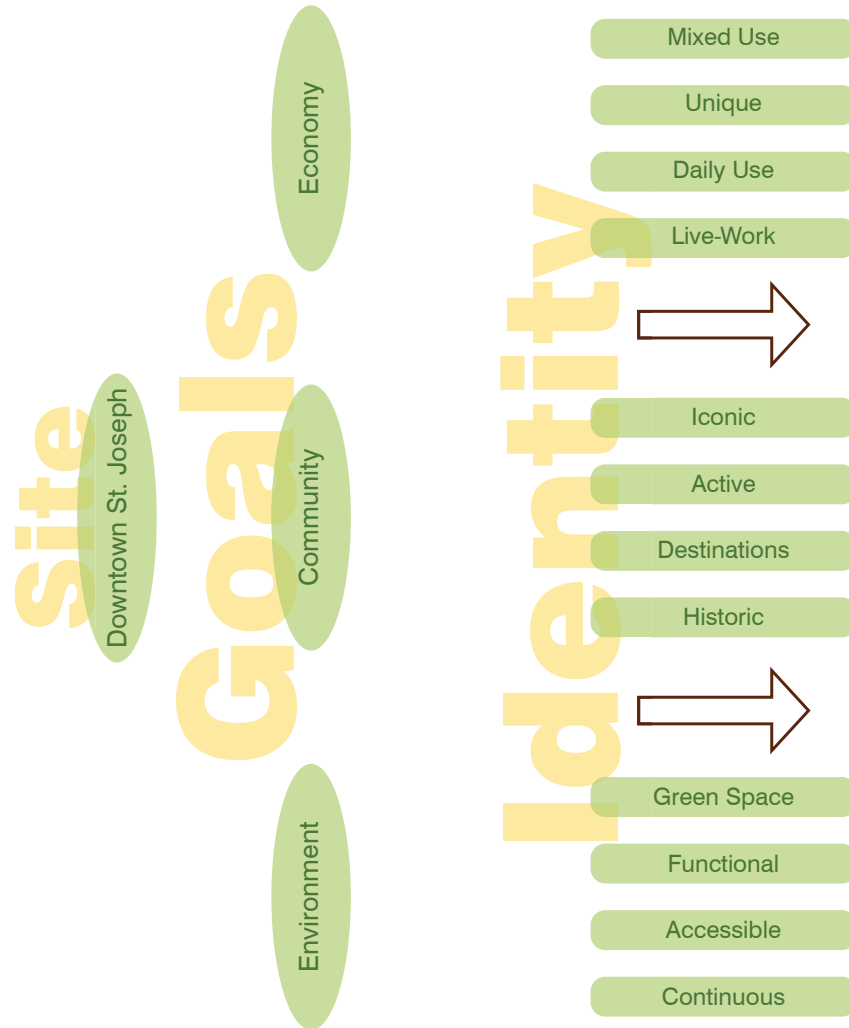
As mentioned previously, all of the buildings in Dockside Green will be certified LEED Platinum. They accomplished this goal through green technologies such as, “low-E double glazing, exterior blinds on the south and west building facades, energy star appliances, LED lighting, occupancy sensors, and solar lighting in some landscaped areas(Farr 2008).” The buildings also use green roofs, which help cool the buildings and collect rainwater for reuse (Farr 2008).

Dockside Green provides a good example of infill development that balances the environmental, economic, and social factors of a project.

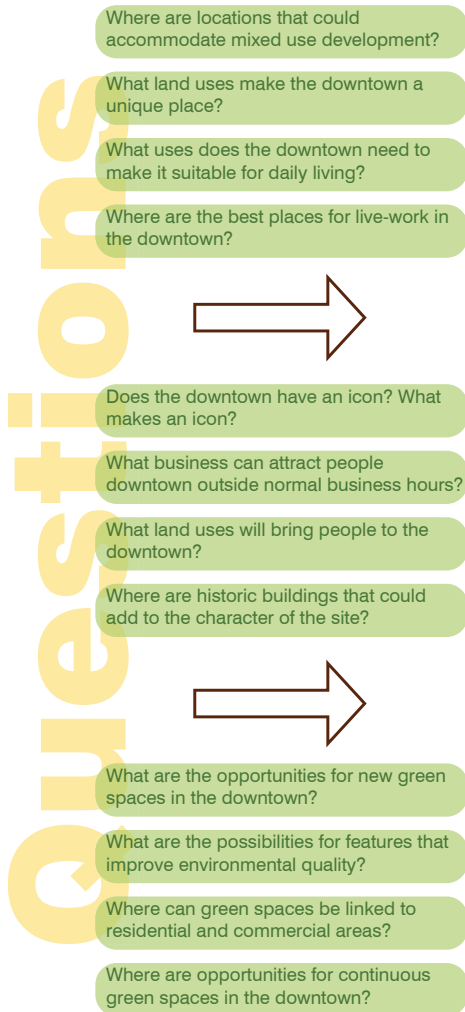
Dockside Green interior walkway.

Site Analysis Diagram

The diagram shows the process taken during site analysis. Goals were taken from the philosophy and matched with desirable identity characteristics. Questions about the site were derived and inventory characteristics were matched with these. Finally analysis questions were determined about the site.



2.18: Site Analysis Diagram. The diagram show the process of that occurred during site analysis. (J. Graham)



- Connectivity**
 - Destinations
 - Green Space
 - Entries to Downtown
 - Barriers to Downtown
 - Trails
- Streetscape**
 - Sidewalks
 - Street Trees
 - Street Signage
 - Pedestrian Relief
- Green Space**
 - Open Space/Green Space
 - Slope
 - Aspect
 - Ecosystem Services
- Infill Opportunities**
 - Population Density
 - Building Heights
 - Economic Growth
 - Population Growth
- Live-Work Opportunities**
 - Population Demographics
 - Major Employers
 - Residential Buildings
 - Building Heights
- Redevelopment Opportunities**
 - Live-work Opportunities
 - Green Space Opportunities
 - Infill Opportunities

Contextual Character

Relevance

The map depicts the general character of areas of the downtown and the surrounding areas. The downtown is primarily commercial and civic uses, whereas the surrounding areas vary. The north and east sides are primarily residential, while the south side is a composed mainly of commercial.

Opportunities

Surrounding residential areas can be leveraged in bring their residents into the downtown. The commercial areas to the south can provide the downtown room to grow over time.

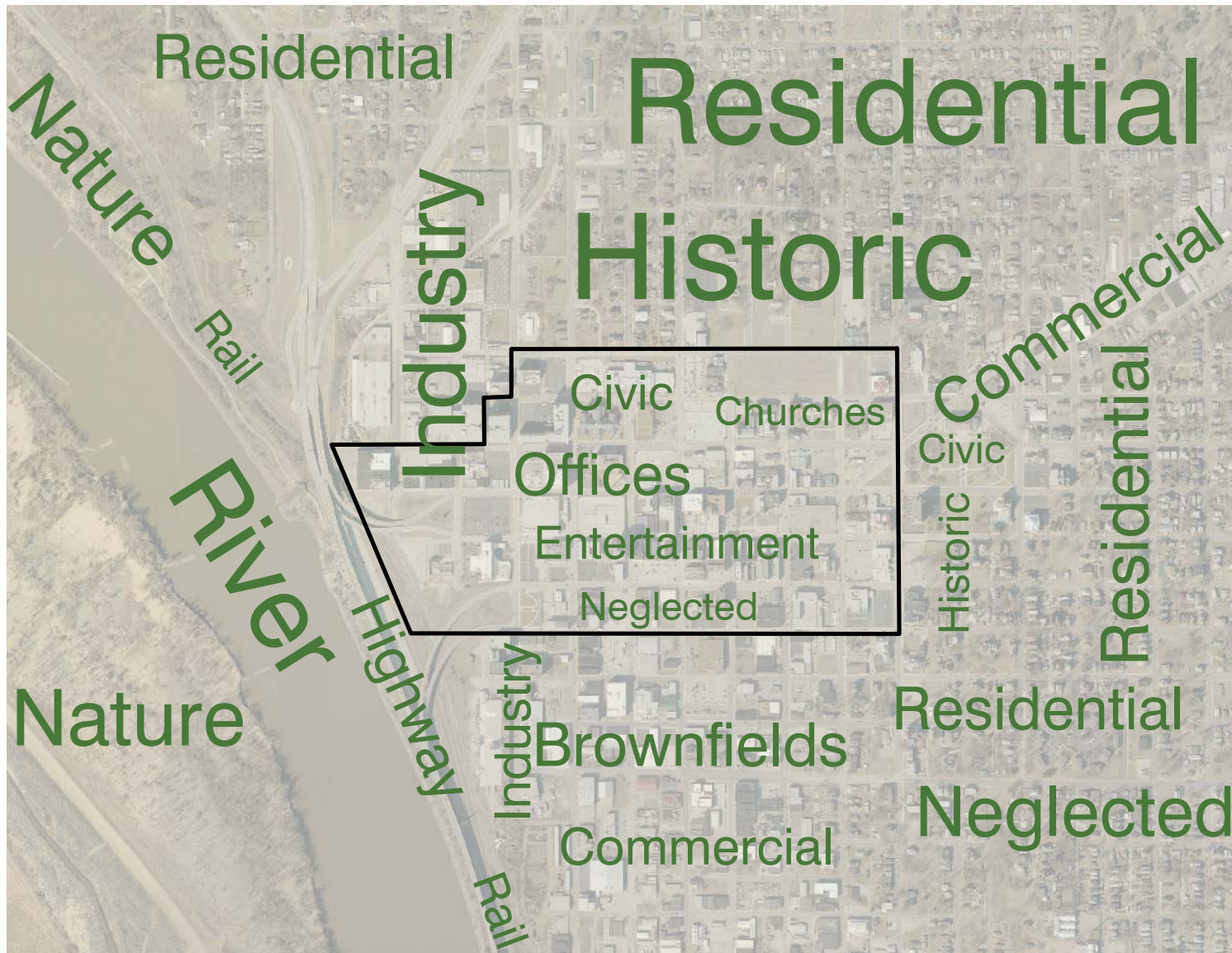


2.19: Industrial Buildings. The image shows the existing industrial buildings to the south of the downtown. (J. Graham)



2.20: Bus Terminal. The city's bus terminal is located two blocks to the south of the downtown. (J. Graham)

2.21: Site Character Diagram. The diagram show the existing site character. (J. Graham)



Existing Green Space

Relevance

There are multiple green spaces in and around the downtown that bring people to the area for various festivals and leisure activities. The green spaces in the downtown though are limited to passive recreation or festivals.

Opportunities

The major asset that the parks provide to the downtown is the events that are held in them, which bring large numbers of people to the downtown. These visitors could potentially become customers to downtown businesses that they may not otherwise visit. The parks could become more cohesive if they were linked together into a small-scale green way or greened streets in the downtown. There is also the possibility of connecting the downtown parks with the parkway trail system that is located to the north of the downtown.

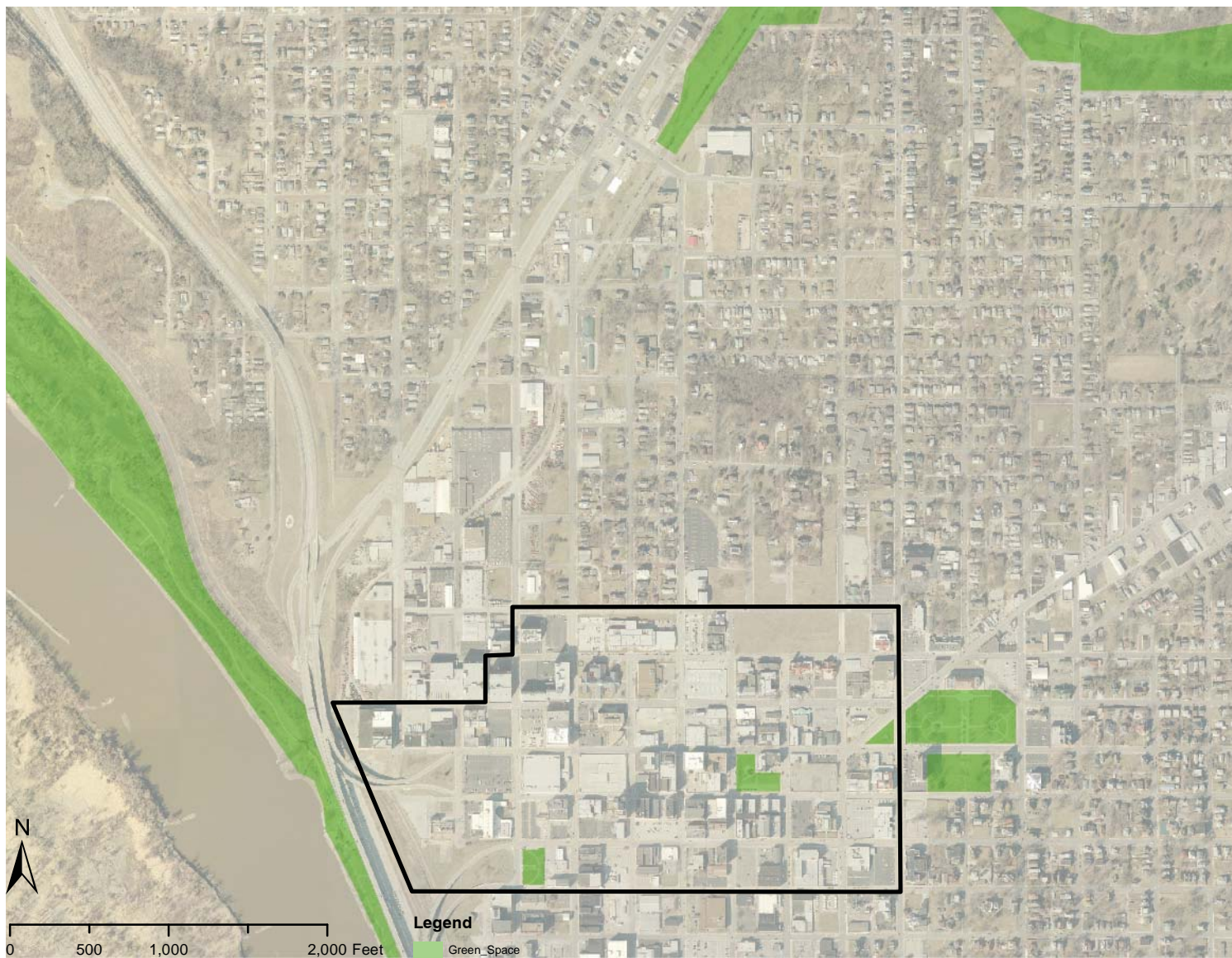


2.22: Civic Center Park. Civic Center Park holds festivals that bring thousands of people to the downtown.(J. Graham)



2.23: Felix Street Square. The square hosts small festivals and concerts throughout the year. (J. Graham)

2.24: Existing Green Space. The diagram shows areas of green space in the downtown.(J. Graham)



Cultural Areas

Relevance

Downtown is the home of fine arts in St. Joseph. The Robidoux Resident Theatre, Robidoux Landing Playhouse, the St. Joseph Symphony, and the historic Missouri Theatre are all located in the downtown. The Civic Arena hosts a wide variety of events from rodeos and circuses to home and garden expos. The downtown also contains many historic districts and historic buildings.

Opportunities

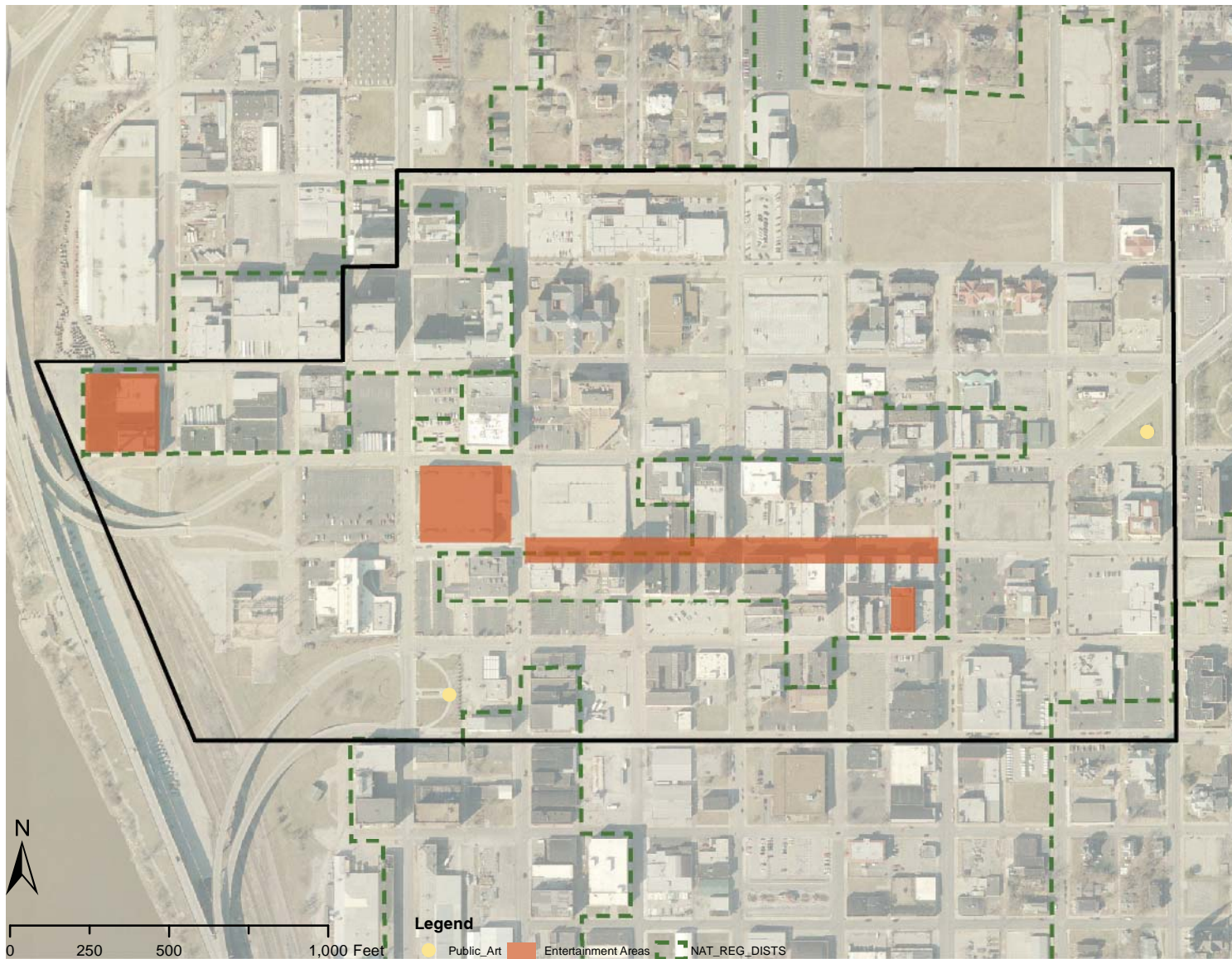
The entertainment events in the downtown can be used as another way to encourage patrons to come downtown to visit other venues besides the event they came to see. The historic nature of the buildings in the downtown could be used to inform people who come to the downtown about the history of the place.



2.25: Historic Buildings. The image shows existing historic buildings at 4th & Jules Street.(J. Graham)

2.26: Missouri Theater. The theater hosts a variety of fine arts performances in the downtown. (J. Graham)

2.27: Cultural Areas Diagram. The diagram shows cultural areas in the downtown.(J. Graham)



Street Classification

Relevance

The classification of the streets are based on the amount of cars that travel a street on a daily basis, with primary arterial streets carrying the most cars and local streets carrying the fewest.

Opportunities

Knowing what streets carry higher volumes and lower volumes of traffic can help assist in making decisions on where streetscape improvements and alterations to the street configuration may work best. Street hierarchy is also important to business development for visibility and foot traffic.

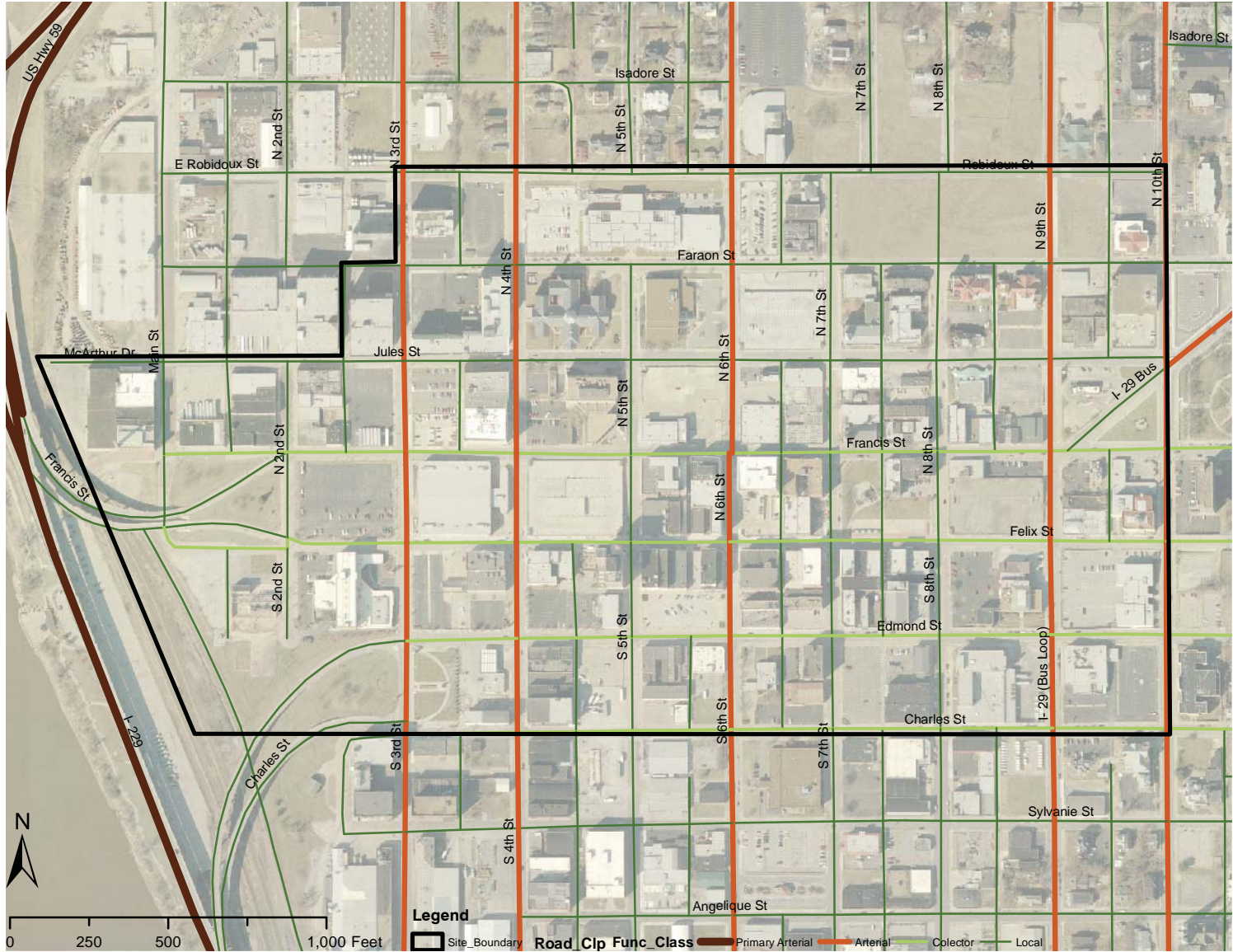


2.28: 5th Street. The image shows existing conditions along 5th Street.(J. Graham)



2.29: 6th Street. The image shows existing conditions along 6th Street.(J. Graham)

2.30: Street Classification Diagram. The diagram shows classification of the streets in the downtown.(J. Graham)



Barriers and Entrances

Relevance

Determining how people access the downtown and what barriers they face is important to making sure that people can come to the downtown to live, work, and play.

The two biggest barriers to accessing the downtown is a lack of wayfinding signage and poor sidewalk conditions. A lack of knowledge of what is in the downtown and where places are located can prevent them from being used. Poor sidewalk conditions discourage people from the surrounding neighborhoods from walking to the downtown to take advantage of the functions located there.

Currently an active railway physically separates the downtown from the riverfront, while the elevated interstate 229 acts a perceived barrier to the riverfront. The riverfront and the trail associated with it

could attract people to the downtown for recreation.

There are two major entrances into the downtown, one from the east and the other from the southwest. The entrance on the east carries local traffic from the city into the downtown. The entrance from the southwest brings traffic from Kansas City and visitors who fly into the Kansas City Airport. Minor entrances into the downtown are on the north and northwest edges of the site. The entrance to the north handles local traffic from the north side of the city, while the northwest entrance is where regional traffic from the surrounding rural areas enter the downtown.

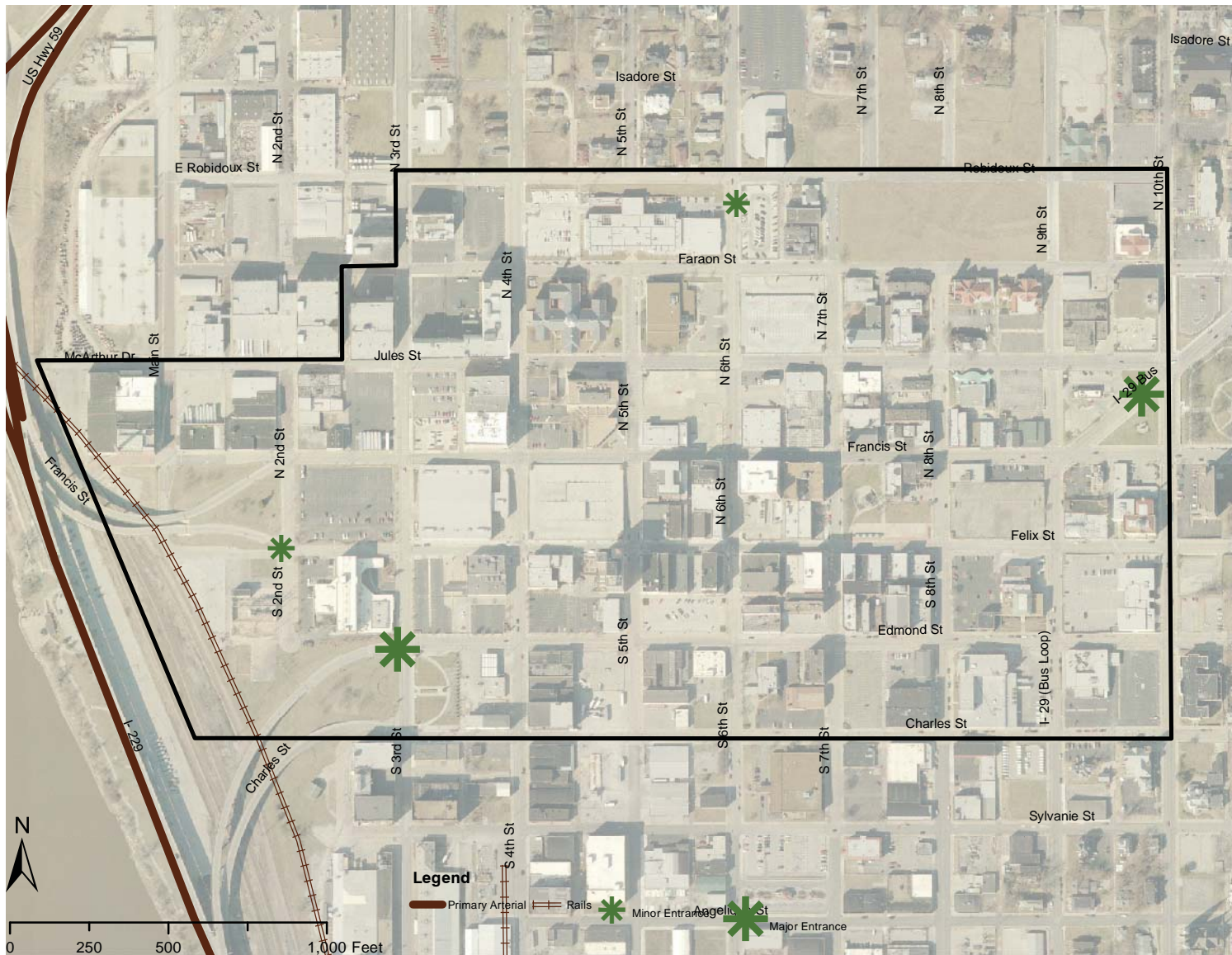
Opportunities

By implementing better signage, visitors will be more aware of the activities that take place in the downtown and where they occur.

The implementation of sidewalks, warning signs, and site improvements can help mitigate the rail line to an extent. The full mitigation of the rail line and Interstate 229 is discussed further in the future research section in chapter five.

By implementing signage and providing a richer sense of arrival, more people will realize the uniqueness of the downtown. By making citizens more aware of the uniqueness of the downtown, they become more aware of the sense of place for the downtown.

2.31: Barriers and Entrances Diagram.
The diagram shows barriers and entrances to the downtown.(J. Graham)



Live/Work Suitability

Relevance

The ability for people to walk to work will help reduce their carbon footprint and car usage. The ability for people to walk to work helps benefits people through increased physical activity and the environment through reduced automobile emissions.

Factors

Factors that are considered:

Land Use - Commercial and residential lands are ranked higher because there relationship with live/work opportunities.

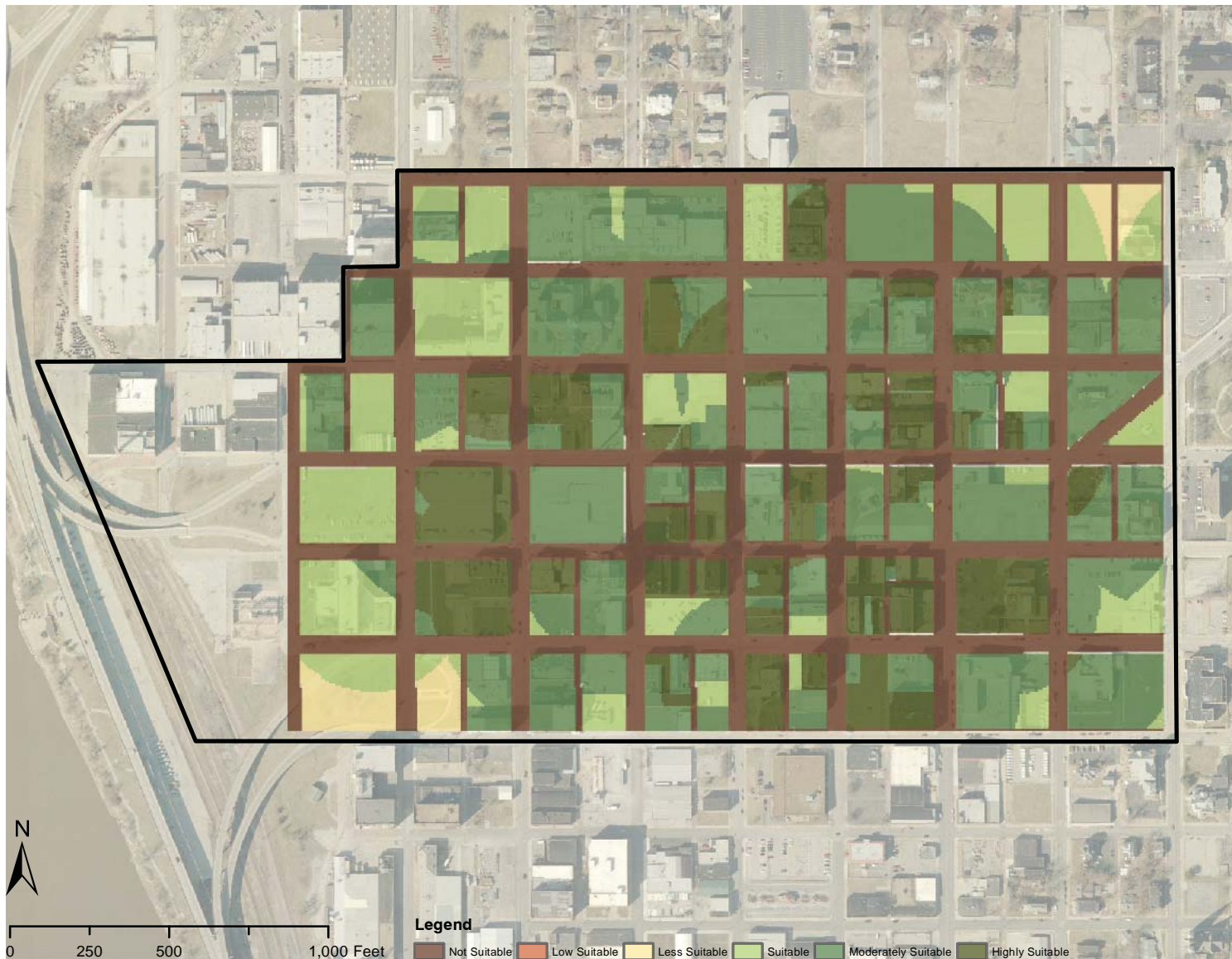
Building Height- Multi-storied buildings are given higher preferences, for their ability to support multiple uses.

Major Employers- Close proximity to places for people to work are given higher ratings for live/work opportunities.

Residential Locations- Provide places for people to live.

Further explanation of overlay process can be found in the appendix.

2.32: Live/Work Suitability. The diagram shows suitable areas for live/work opportunities.
(J. Graham)



Green Space Suitability

Relevance

Green Space provides many benefits to the downtown. Green space provides a refuge from the surrounding urban areas for people and provides habitat for wildlife. Green space in the downtown is currently limited to one park.

Factors

Factors that are considered:

Land Use- Vacant lands and parking lots were given higher ratings for potential green space.

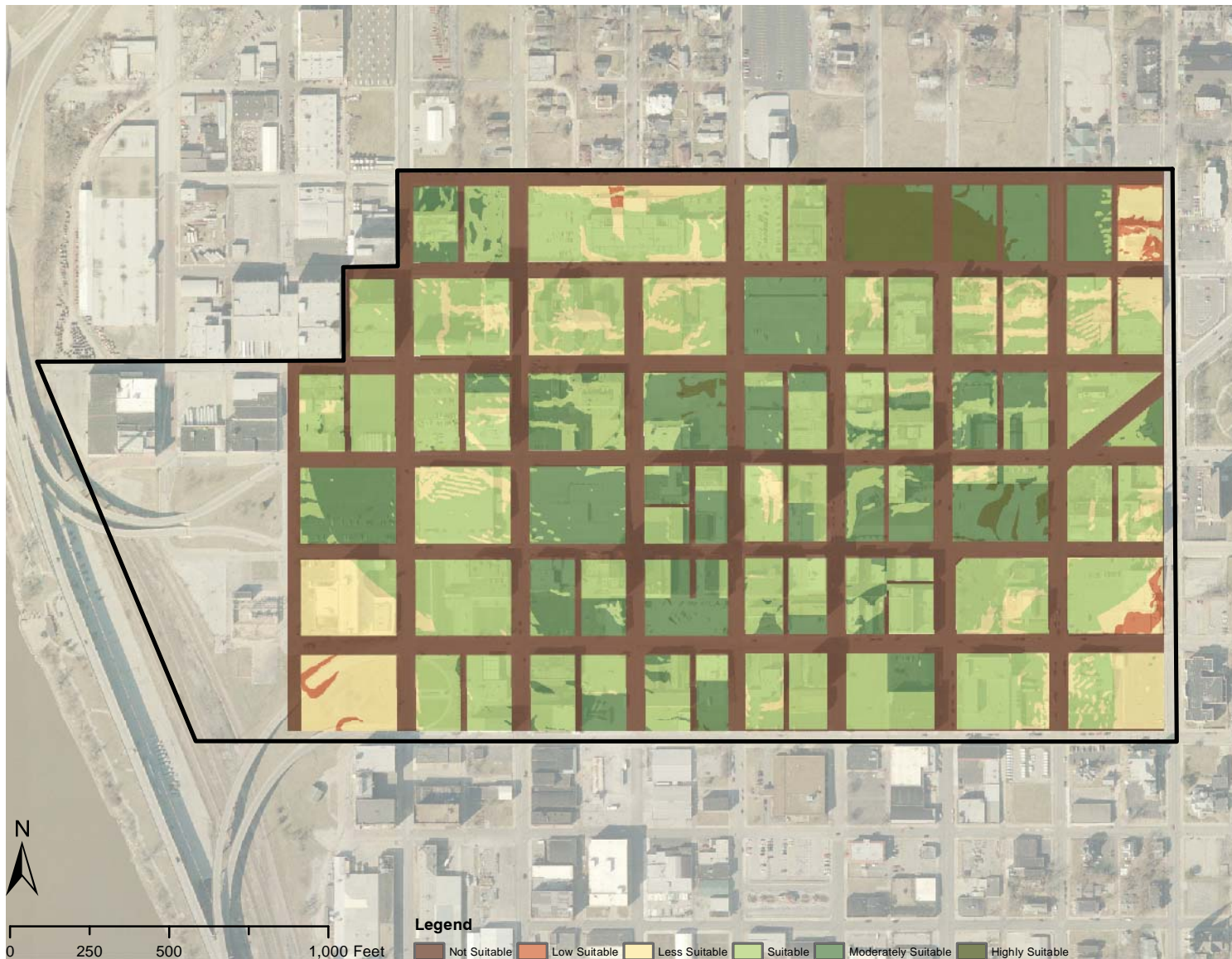
Residential Locations- Proximity to residential locations was given a higher value.

Building Conditions- Buildings in poorer condition were given higher values, for there potential to be replaced with green space

Slope- Steeper slopes are considered less suitable for green space.

Further explanation of overlay process can be found in the appendix.

2.33: Green Space Suitability. *The diagram shows suitable areas for new green space.*
(J. Graham)



Infill Suitability

Relevance

Infill suitability looks at potential places for new buildings in the downtown. New buildings can also increase density in the downtown and provide opportunities for new businesses and residents.

Factors

Factors that are considered:

Land Use- Vacant land and parking lots are given higher ratings, for their ability to be developed into new buildings.

Building/Land Value- Lower valued land are given higher ratings because purchasing the property will be less expensive.

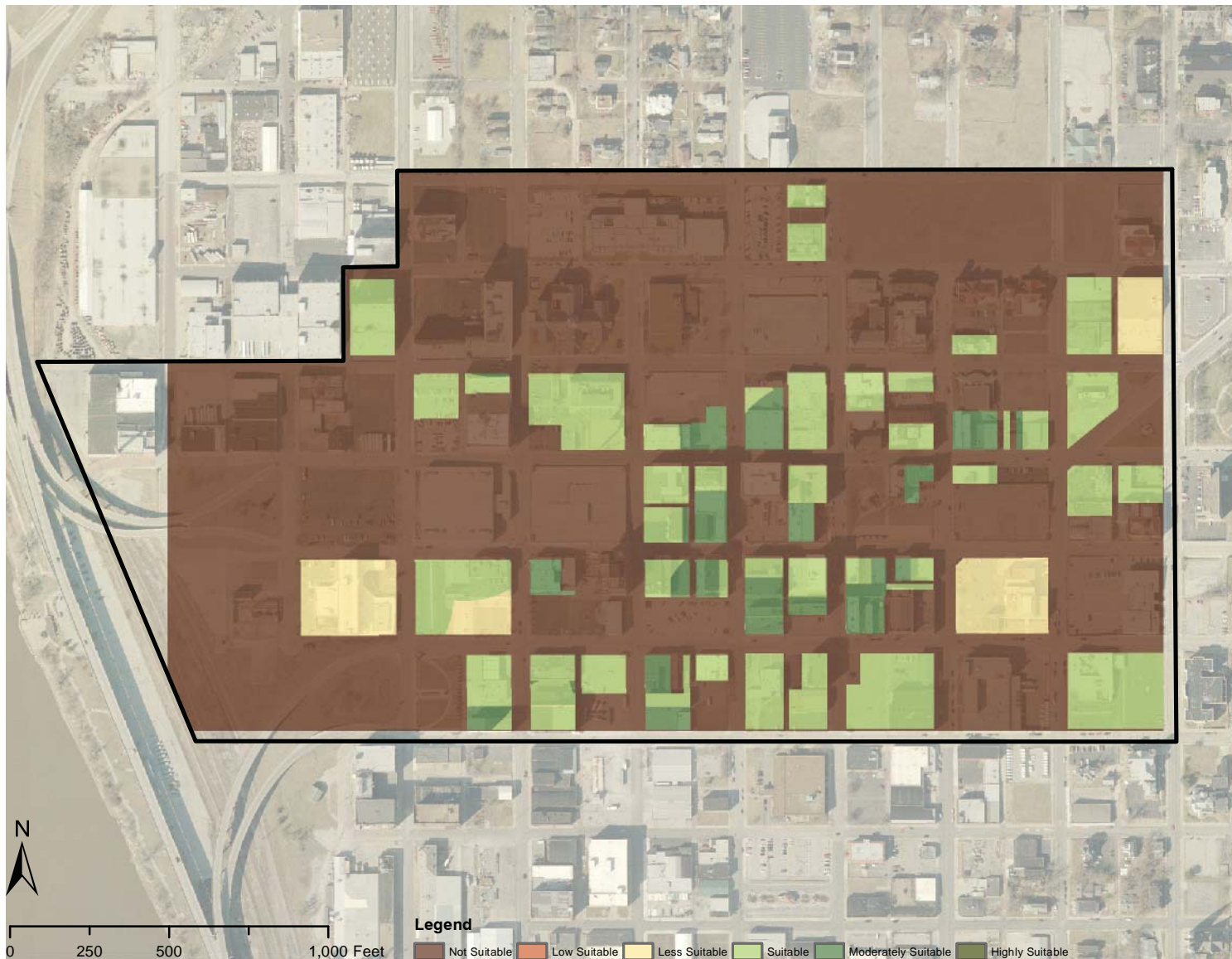
Destinations- Closer proximity to places such as coffee shops and entertainment venues give sites a higher rating for infill.

Building Conditions- Poorer condition buildings are rated higher for the potential to be replaced by new buildings.

Commercial Vacancy- Buildings that are empty are considered more suitable for infill development.

Further explanation of overlay process can be found in the appendix.

2.34: Infill Suitability. The diagram shows suitable areas for infill development. (J. Graham)



Suitability Overlay

Relevance

The suitability overlay looks for areas of redevelopment. The overlay is a combination of the live/work, green space, and infill suitability.

Factors

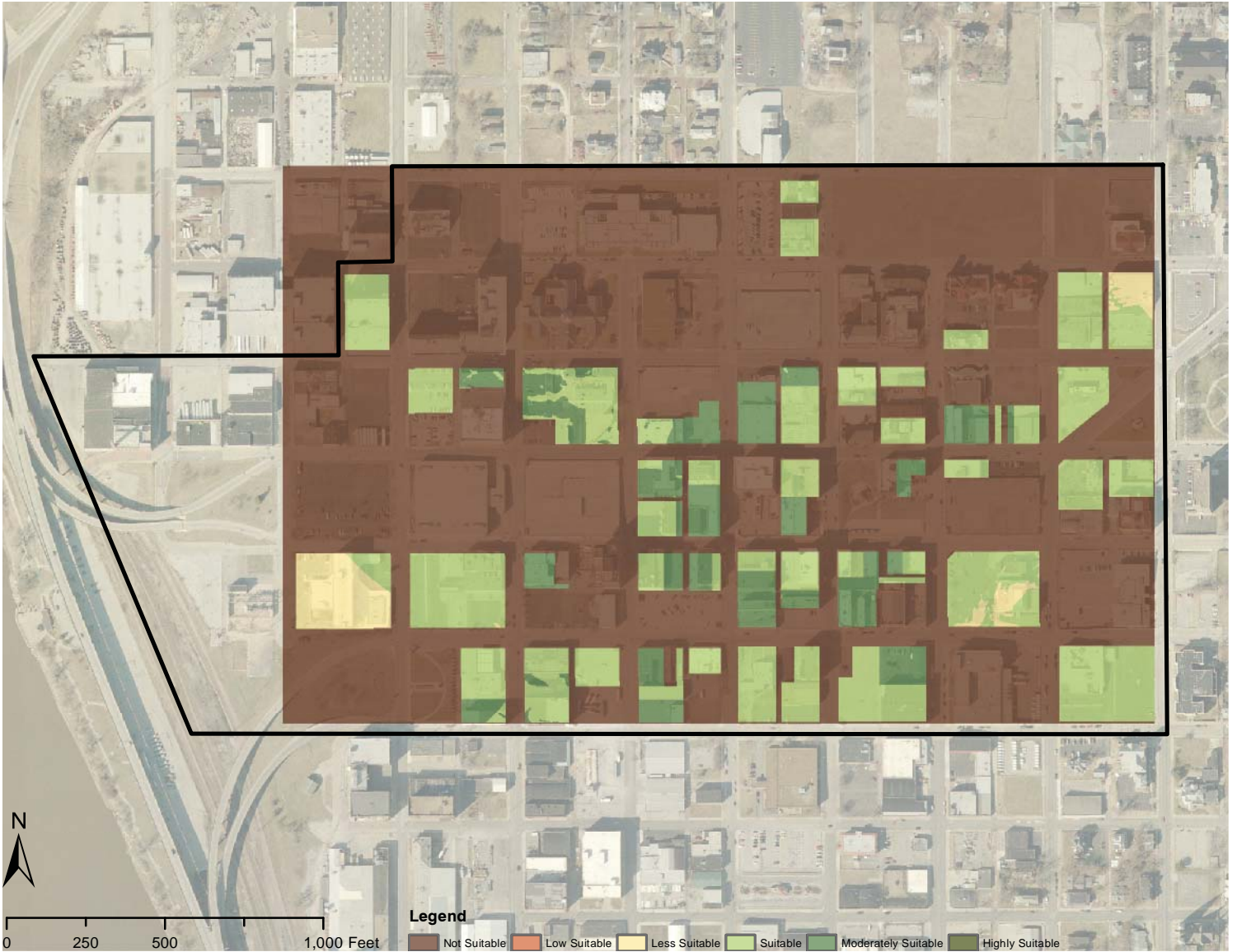
Factors that are considered:

Live/work suitability

Green space suitability

Infill suitability

Further explanation of overlay process can be found in the appendix.





“We abuse land because we see it as a commodity belonging to us. When we see land as a community to which we belong, we may begin to use it with love and respect.”

-Aldo Leopold in *A Sand County Almanac*



3 Synthesis

Goals & Objectives

Introduce ecosystem service

Incorporate natural technologies that improve the environment

Implement natural technologies that provide economic benefits

Enhance connections

Improve connections from the downtown to the surrounding areas

Build upon existing connections throughout the downtown

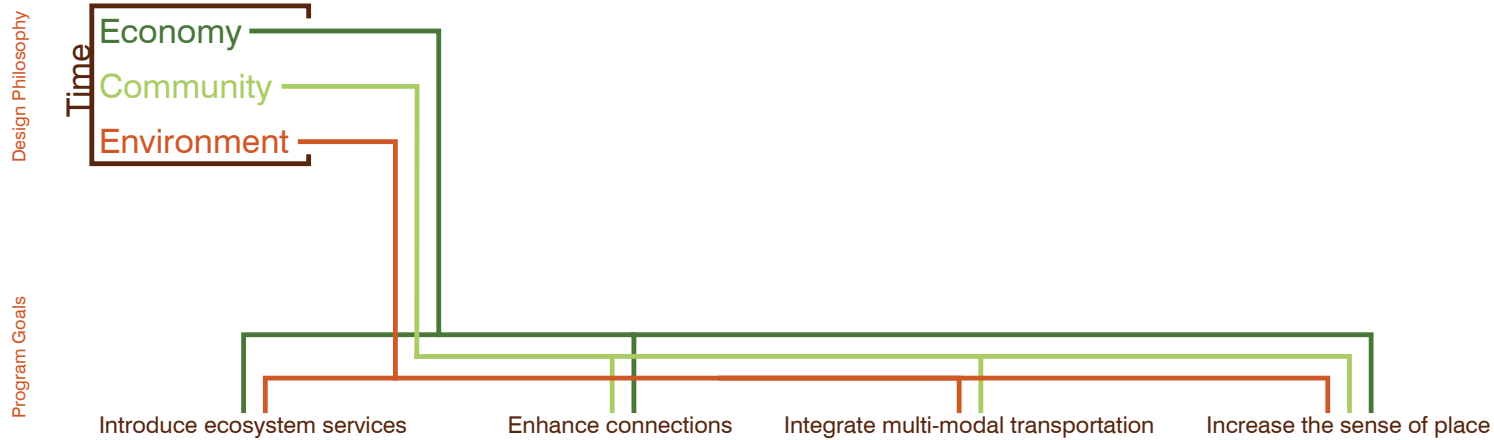
Integrate multi-modal transportation

Incorporate bike friendly design features

Make the downtown more pedestrian friendly

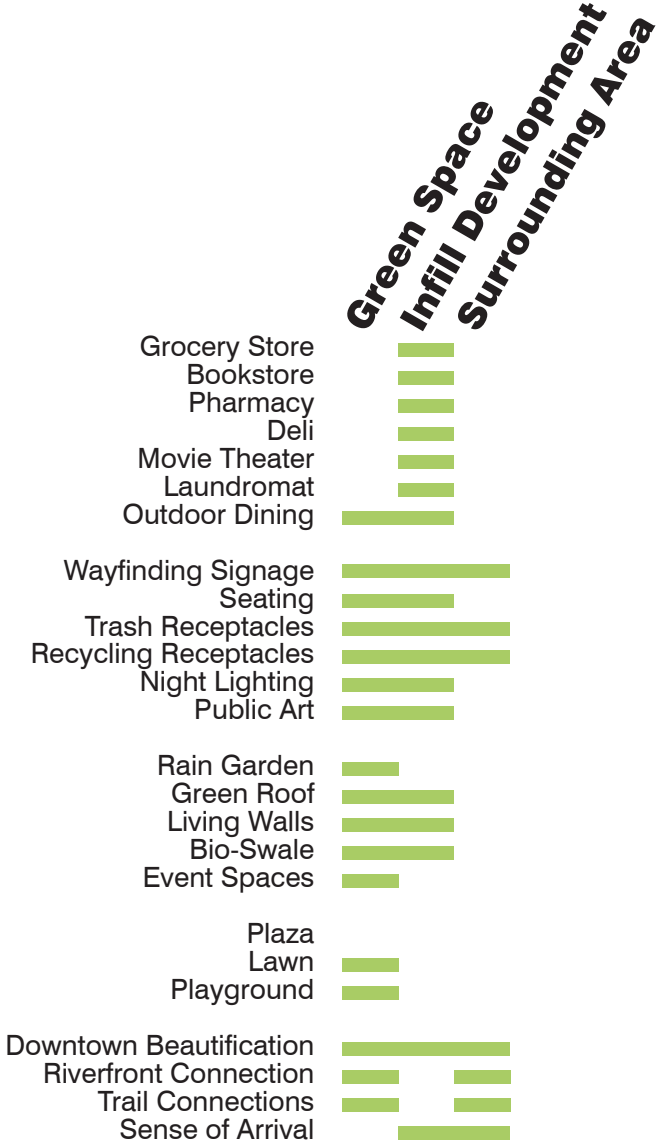
Increase the sense of place

Improve the identity of the downtown



Program Elements

The program elements were determined by through a combination of analysis of PGAV's recommendations, reviewing focus group findings and results conducted as part of the DREAM Initiative, observations made during site visits, and the ability to increase physical, cultural, and environmental capital. The elements were distributed through three areas: green space, infill development, and the surrounding area (Figure 3.2).



3.2: Program Elements. Program elements are located in three types of areas, green space, infill development and surrounding areas. (J. Graham)

Building Square Footages

Commercial

Retail	23,000 sq. ft
Restaurant	120,000 sq. ft
Office	45,000 sq. ft
Total Sq. Footage	188,000 sq. ft

Residential

Units	444 units
-------	-----------

The recommended square footages are derived from recommendations by Hunden Strategic Partners. Hunden Strategic Partners developed the square footages as part of the market analysis for the DREAM Initiative.

3.3: Building Square Footages. Commercial square footages and residential units. (Hunden Strategic Partners)

Design Strategy

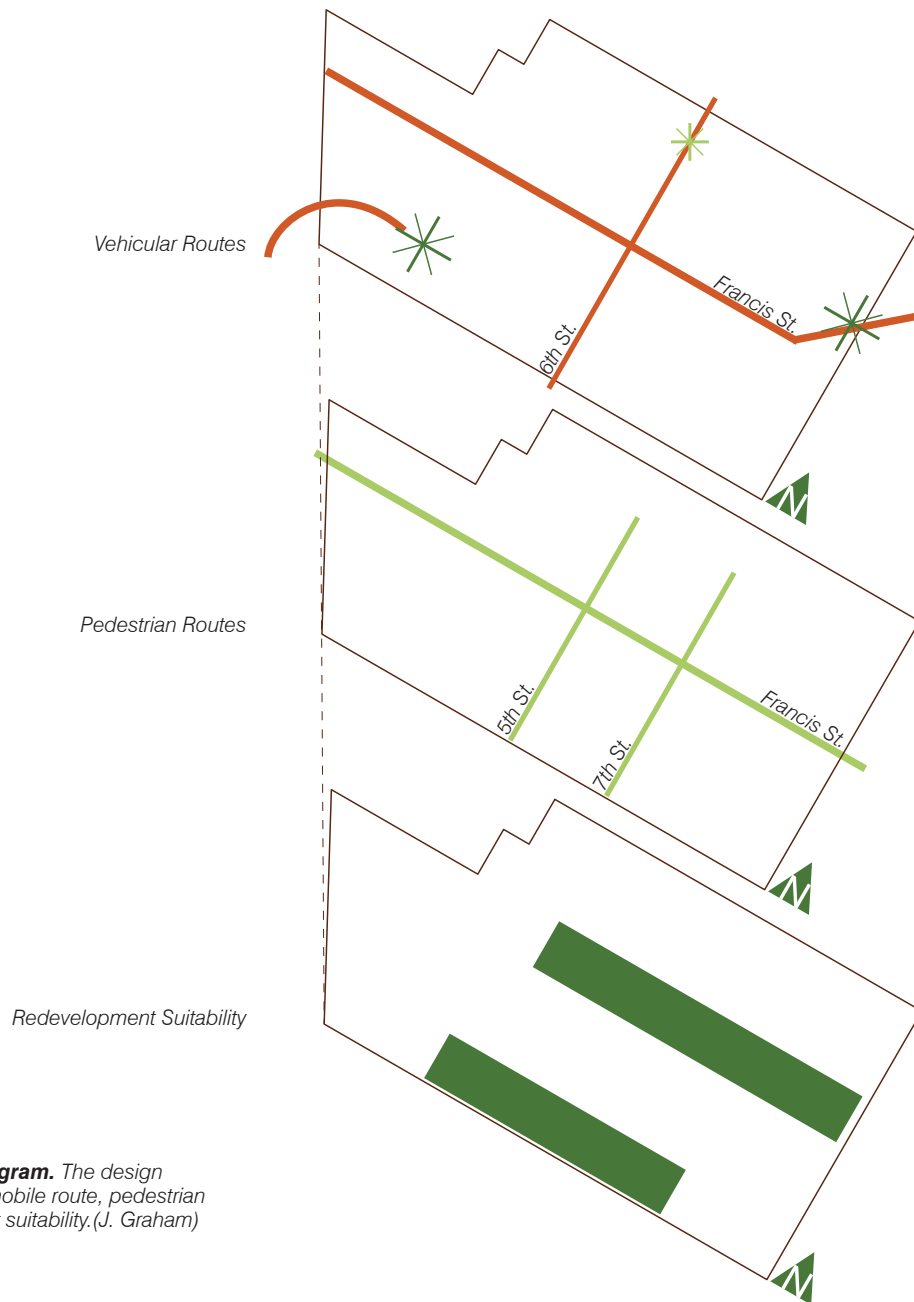
The synthesis of site inventory and analysis provides a basic framework for the redevelopment of downtown St. Joseph. The synthesis looks at major vehicular routes, potential of streets for pedestrian routes, and redevelopment suitability.

The major vehicular routes have high visibility for new development in the downtown. Major entrances into the downtown area also depicted with the vehicular routes. The major vehicular routes were considered for their ability to enhance connections, integrate with other modes of transportation, and the ability to contribute to strengthen the sense of place in downtown.

The potential for streets to act as pedestrian routes was the next factor that is considered. The north-south connections are based on streets that do not carry high volumes of traffic, making them safer for

pedestrians. The east-west connection was preferred for its ability to link existing green space in and around the downtown. Pedestrian routes are important for facilitating better connections, improving multi-modal transportation, and increasing the sense of place.

The redevelopment suitability shows where development should be focused in the downtown. These areas provide a base for redevelopment. The new redevelopment will seek to integrate ecosystem services and increase the sense of place in the downtown.



3.4: Design Strategy Diagram. The design strategy is based on automobile route, pedestrian routes, and redevelopment suitability.(J. Graham)



“The street is the river of life of the city, the place where we come together, the pathway to the center.”

-William H. Whyte in *City: Rediscovering the Center*



4 Create

Introduction

The redevelopment of the downtown is dependent on a variety of factors, however the pace and extent of the build out will likely depend on the outlook of economic growth. In response to this uncertainty, two plans have been developed, one that assumes a quicker growth rate and faster build out, while the other presumes a slower growth rate and prolonged build out.

Concept Statement

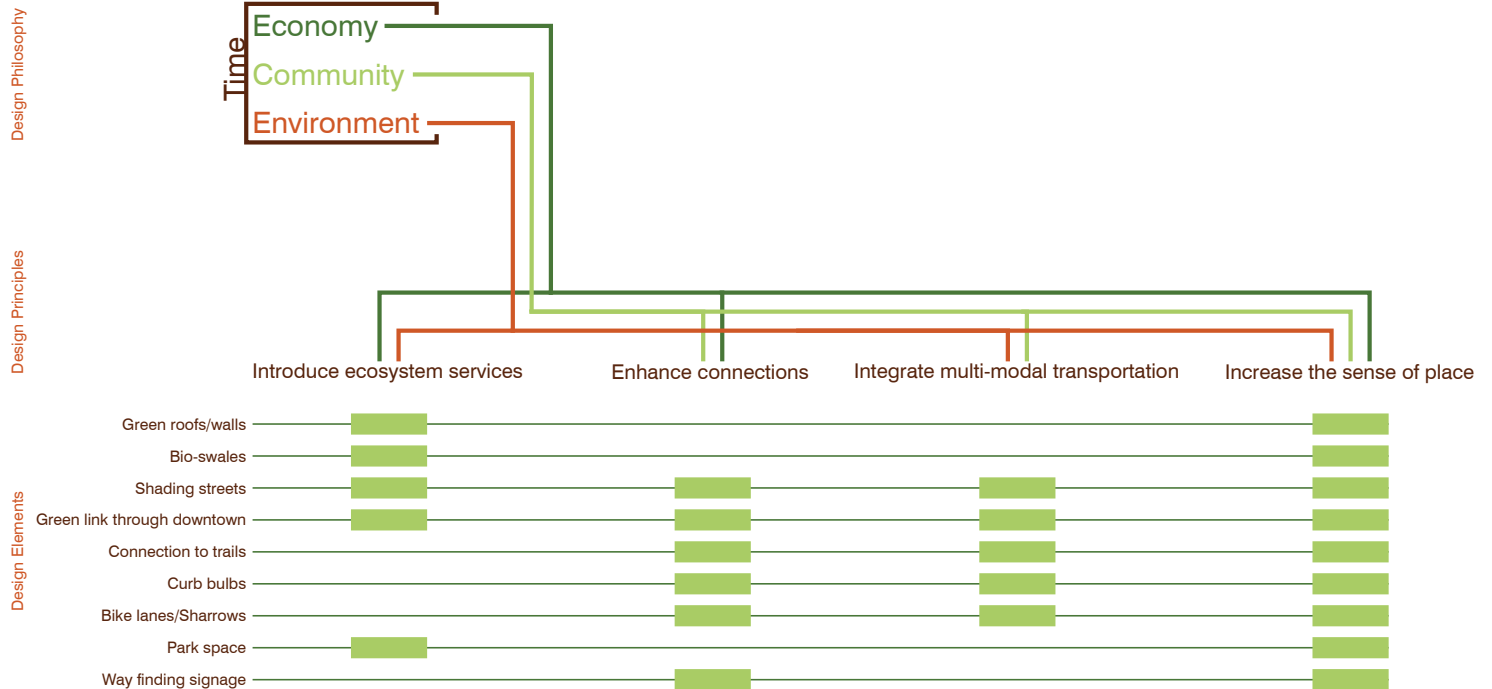


The concept for the development of downtown is a “green” river flowing through the site. The main “channel” runs along Francis Street connecting the Civic Center Park to the riverfront. Along the main channel, secondary corridors and parks link surrounding areas to Francis Street.

4.1: Concept Diagram. *The concept for the downtown is a green river.(J. Graham)*

Design Strategy Matrix

The design strategy matrix (Figure 4.2) explains how design principles were applied to the development of the master plan. The process started with the design philosophy diagram, which examines economy, community, and environment and considers the element of time. From there four design principles were developed. Three of the goals relate to the three combinations of economy, community, and environment, while the last goal (Increase the sense of place) relates to all three goals. The graphics below show how the design elements related to each of the design principles and how they create a sense of place.



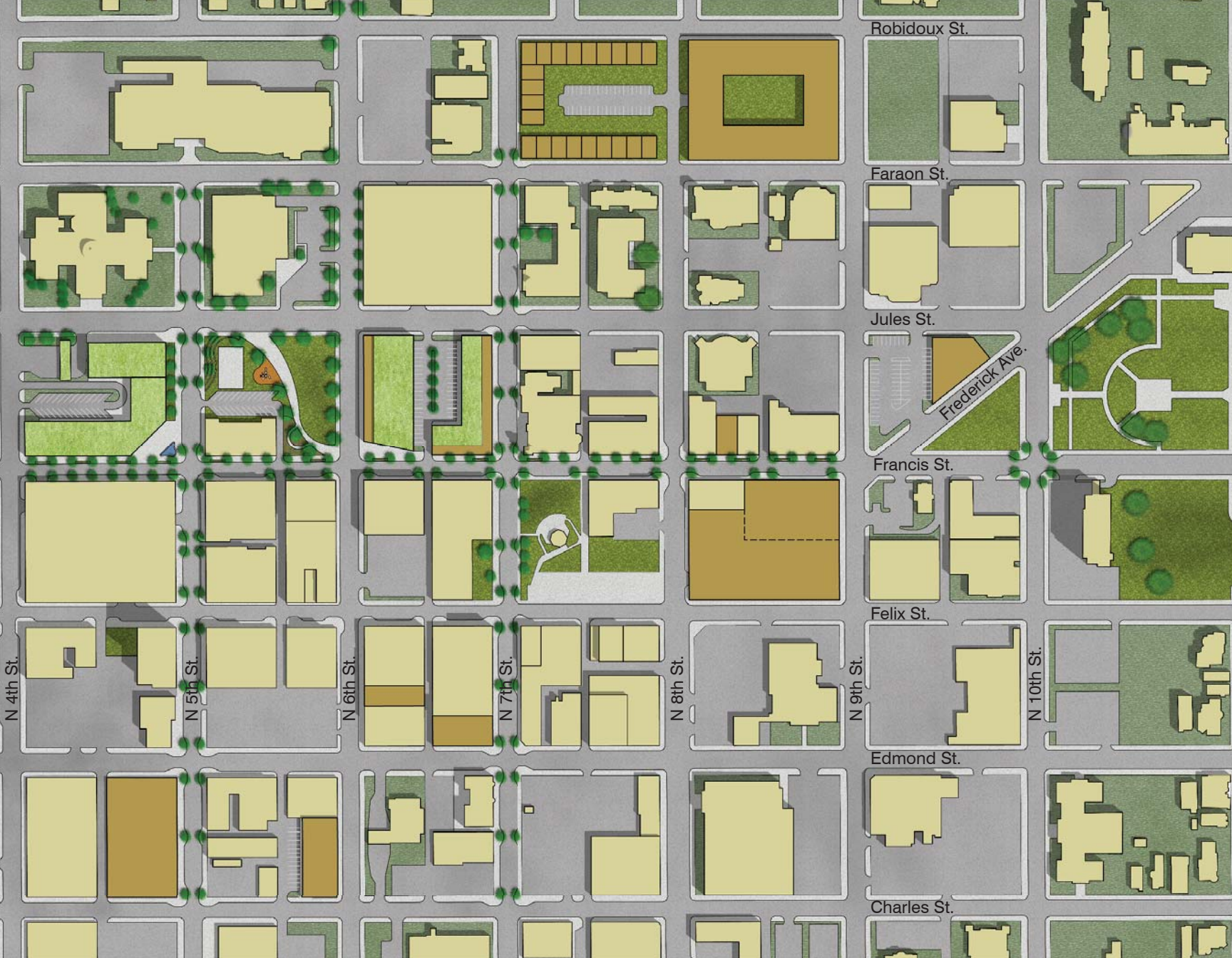
4.2: Design Strategy Matrix. The diagram shows the relation between the design principles and the program elements.(J. Graham)

Faster Growth Conceptual Master Plan

The master plan (Figure 4.3) combines the program elements to illustrate the new identity of a unique place in the city that is walkable and environmentally friendly. The main axis along the Francis Street connects the east end of the downtown and Civic Center Park to the west end of the downtown and the Riverfront. A secondary axis running along 5th and 7th Streets link the north and south sides of the downtown. Reconfiguration of the streetscape makes the downtown more hospitable for multiple modes of traveling through the site, rather than only automobiles. Finally, with the introduction of environmentally friendly design concepts such as green roofs and bioswales, the downtown can improve the ecosystem in ways not found anywhere else in the city. These ecosystem services and the benefits they provide are explained further in following pages.

4.3: Faster Growth Master Plan. The plan shows a scenario where more growth occurs in the downtown. (J. Graham)





Robidoux St.

Faraon St.

Jules St.

Frederick Ave.

Francis St.

Felix St.

Edmond St.

Charles St.

N 4th St.

N 5th St.

N 6th St.

N 7th St.

N 8th St.

N 9th St.

N 10th St.

Phasing Diagram

Phase 1 consists of streetscape improvements along Francis Street and 5th and 7th Streets.

Phase 2 brings the convention center and the first new buildings into the downtown.

Phase 3 is comprised of further development along Francis Street. The linkage to the parkway system is completed during Phase 3.

Phase 4 brings infill development to the downtown and residential development to the north.

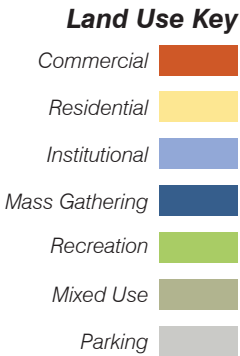
Phase 5 completes development of in the downtown. Phase 5 development is focused along southern edge of the downtown to accommodate future growth in the area.



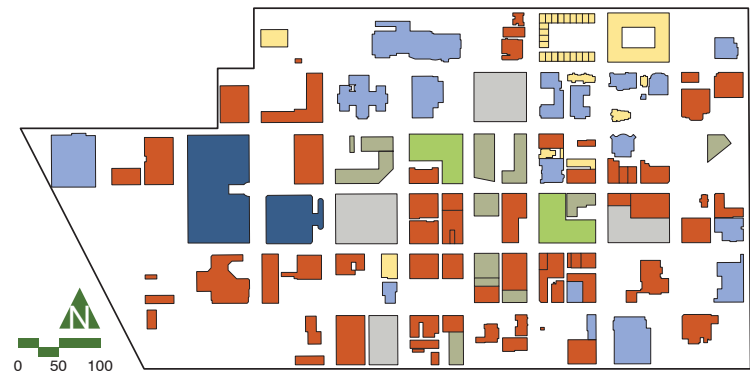
Previous Phase Development
New Phase Development

4.4: Faster Growth Phasing Plan. The diagram depicts the build out for the downtown. (J. Graham)

Land Use Plan



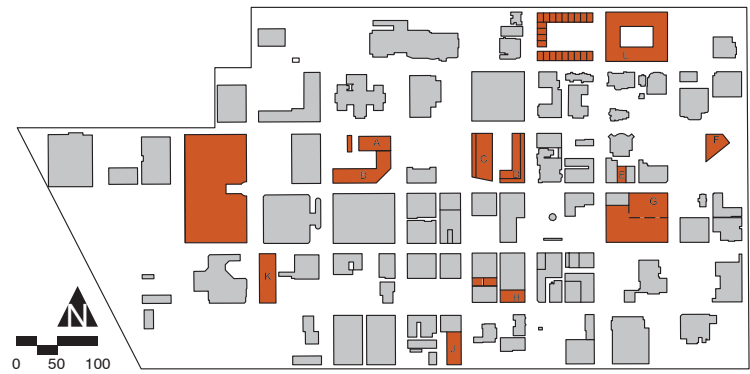
4.5: Faster Growth Land Use. The diagram depicts the proposed land uses for the downtown. (J. Graham)



Proposed Square Footage

Building	Resident. Units	Commercial Sq. Ft.
A	43	10850
B	23	46584
C	44	22115
C-top	18	17908
D	18	18050
D-top	15	14550
E	0	3409
F	9	9394
G	0	22674
H	7	7200
I	15	4835
J	11	11200
K	19	19200
L	168	0
Town Houses	22	0
	413	207969

4.6: Faster Growth Proposed Square Footage. The diagram depicts the proposed square footages for the downtown. (J. Graham)

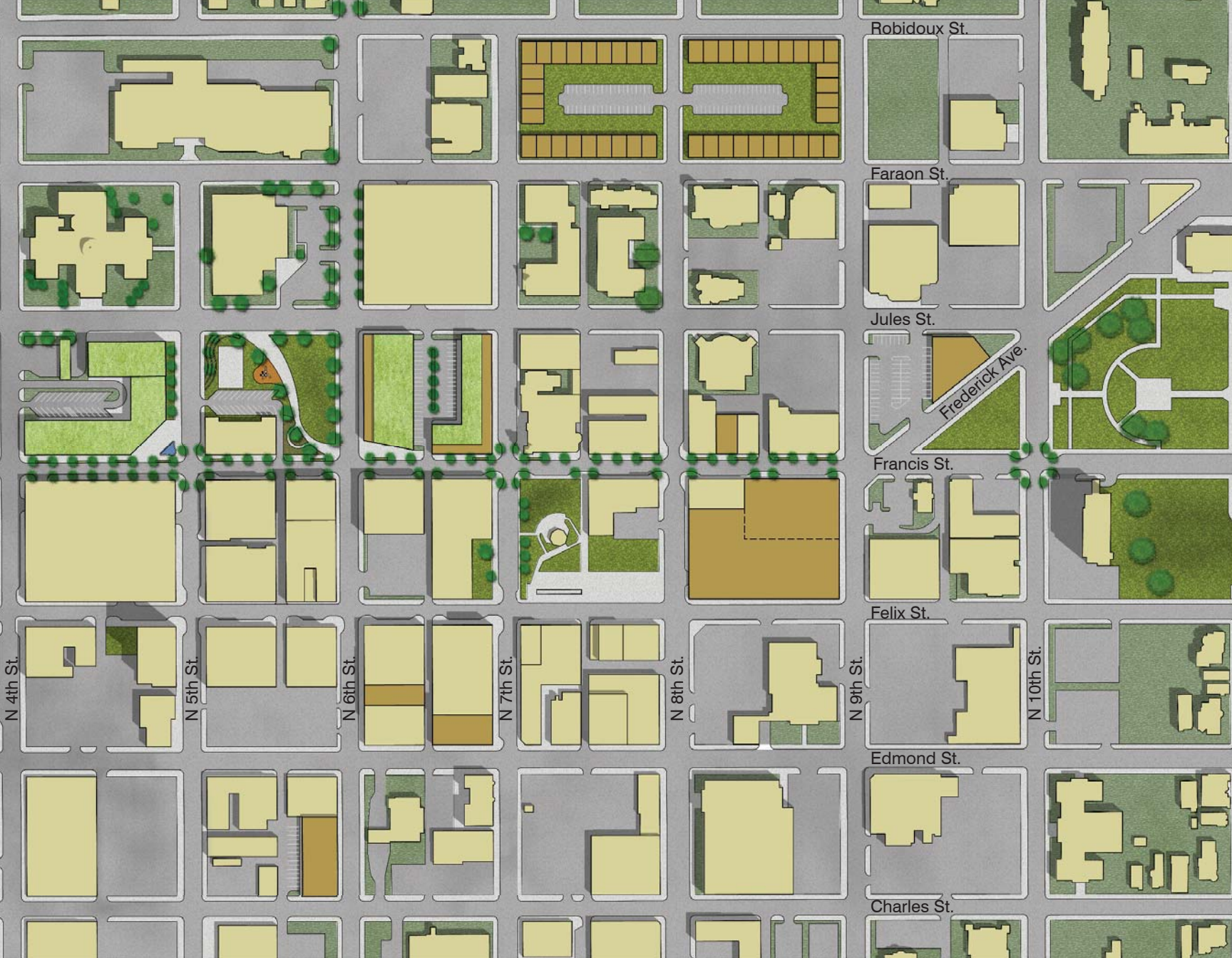


Slower Growth Conceptual Master Plan

The concepts articulated in the faster growth plan are also present in the slower growth plan, however they manifest in a more limited manner. The slower growth plan contains less development concentrated in a smaller area of the site. The slower growth plan also lacks the secondary street improvements along 5th and 7th Streets. Reasons for slower growth could be caused by various reasons such as, slow economic growth or unfavorable regulations for redevelopment.



4.7: Slower Growth Master Plan. The plan shows a scenario where less growth occurs in the downtown. (J. Graham)



Robidoux St.

Faraon St.

Jules St.

Frederick Ave.

Francis St.

Felix St.

Edmond St.

Charles St.

N 4th St.

N 5th St.

N 6th St.

N 7th St.

N 8th St.

N 9th St.

N 10th St.

Phasing Diagram

Phase 1 consists of streetscape improvements along Francis Street.

Phase 2 brings the convention center and the first new buildings into the downtown.

Phase 3 is comprised of further development along Francis Street. The linkage to the parkway system is completed during Phase 3.

Phase 4 brings infill development to the downtown and residential development to the north.

Phase 5 completes development of in the downtown.










Previous Phase Development
New Phase Development

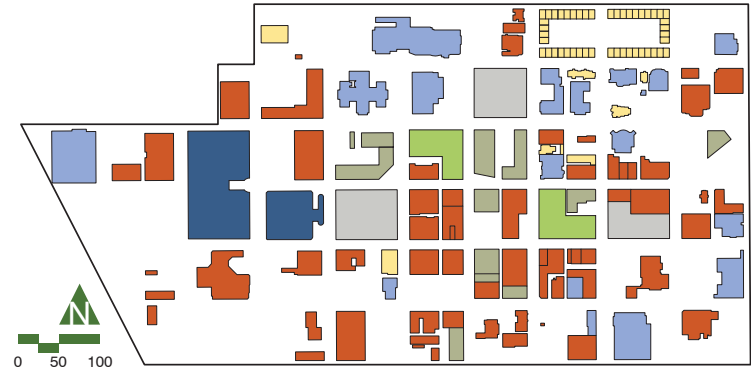
4.8: Slower Growth Phasing Plan. The diagram depicts the build out for the downtown. (J. Graham)

Land Use Plan

Land Use Key

Commercial	
Residential	
Institutional	
Mass Gathering	
Recreation	
Mixed Use	
Parking	

4.9: Slower Growth Land Use. The diagram depicts the proposed land uses for the downtown. (J. Graham)



Proposed Square Footage

Building	Resident. Units	Commercial Sq. Ft.
A	43	10850
B	23	46584
C	44	22115
C-top	18	17908
D	18	18050
D-top	15	14550
E	0	3409
F	9	9394
G	0	22674
H	7	7200
I	15	4835
J	11	11200
Town Houses	46	0
	250	188769

4.10: Slower Growth Proposed Square Footage. The diagram depicts the proposed square footages for the downtown. (J. Graham)

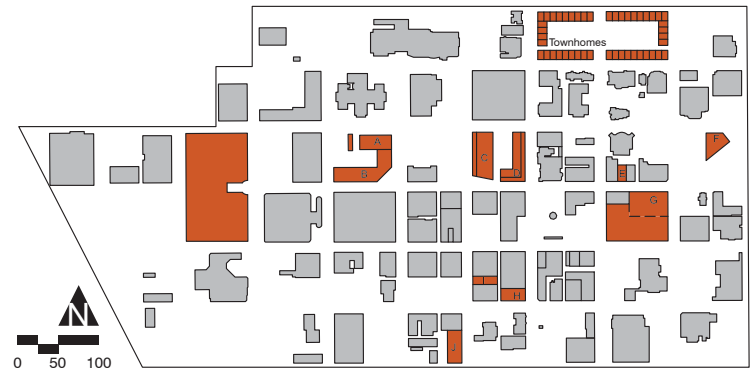
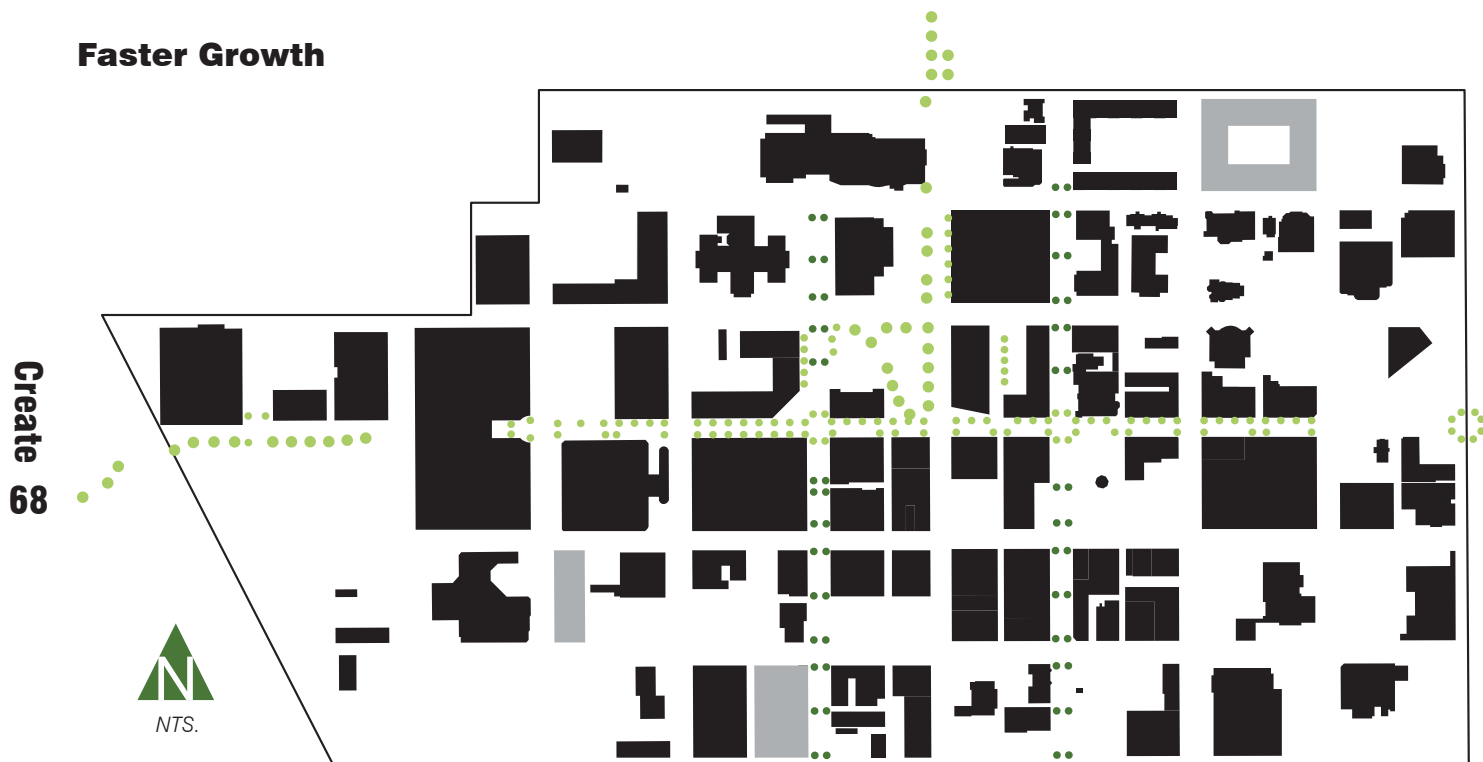


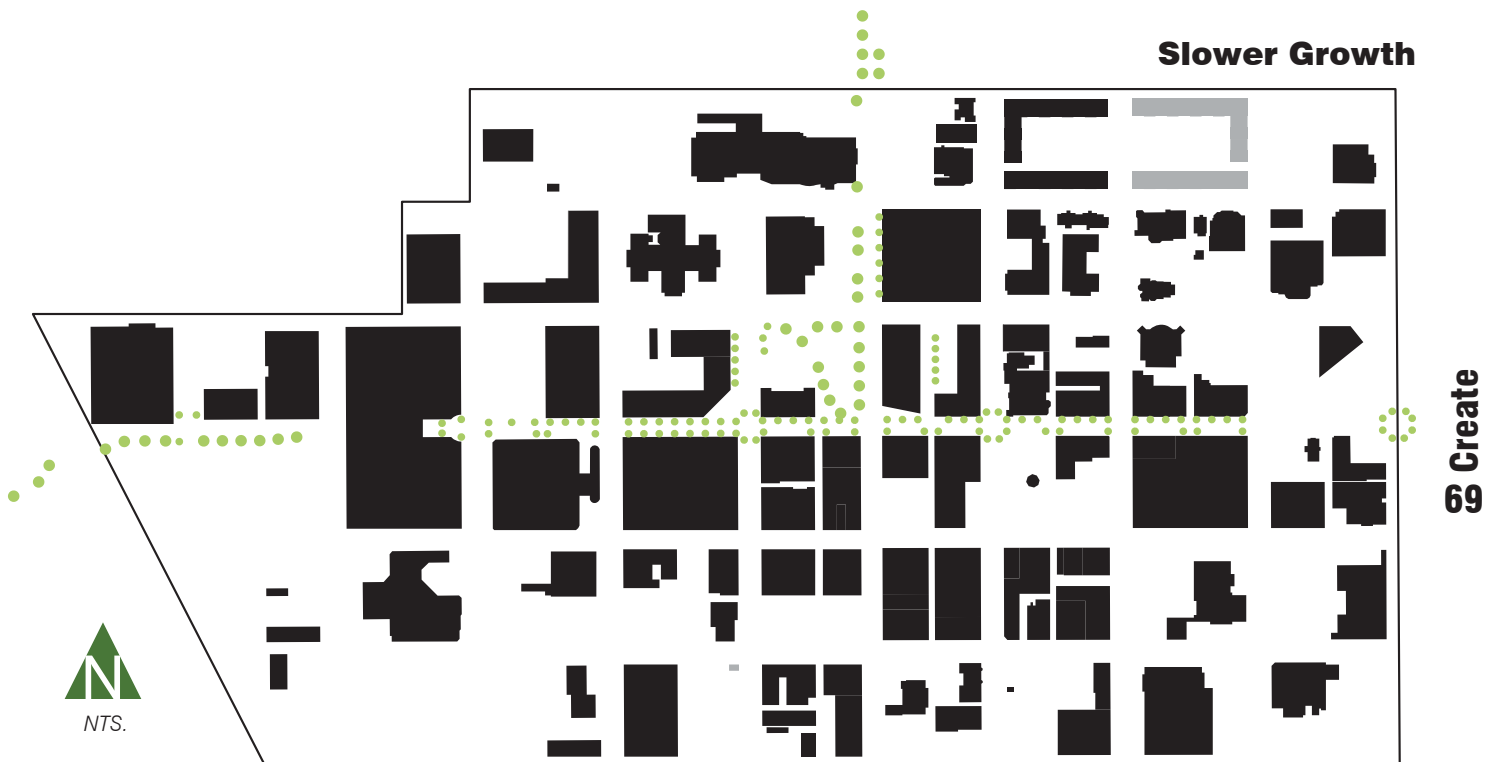
Figure Ground Comparison

Differences between the two plans can be seen in Figures 4.11 and 4.12. The plans differ in the number of buildings and amount of streetscape improvements.

Faster Growth



4.11: Faster Growth Figure Ground. The plan shows proposed buildings and streetscape improvements. (J. Graham)



4.12: Slower Growth Figure Ground. The plan shows proposed buildings and streetscape improvements. (J. Graham)

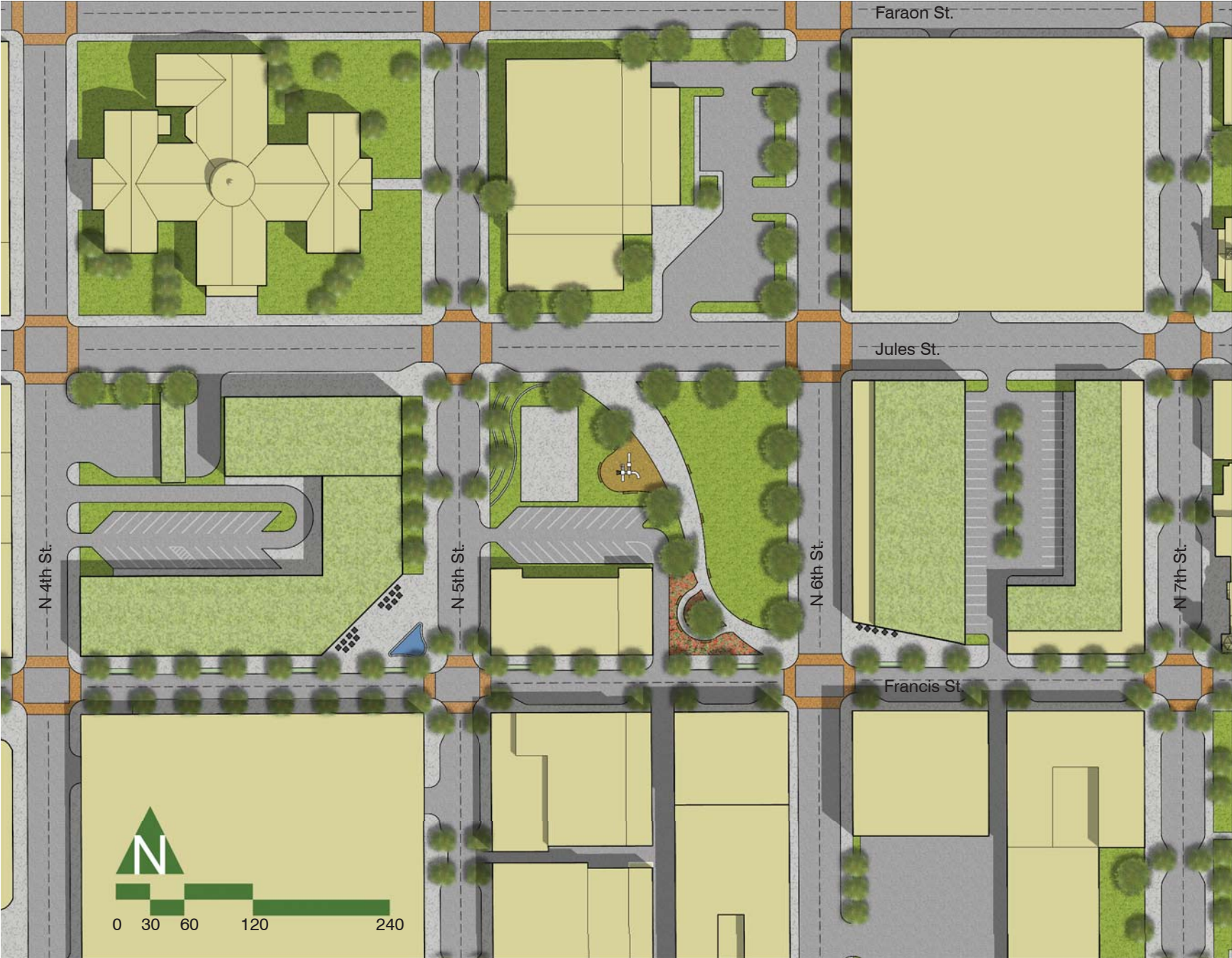
Detail Plan

Part of the new identity of the downtown is a new park surrounded by a mix of new and historic buildings. The park is divided into two main areas, a large open lawn on the east side of the park and a mix of more active uses on the west side of the park. Terraced seating and benches throughout the park provide a variety of places for workers from the surrounding office buildings to enjoy during their breaks. A large flexible paved area allows for a variety of activities such as basketball, tennis, and concerts. A new playground provides a safe environment for children from the surrounding areas to participate in physical activity and enjoy the outdoors. Currently, recreational spaces for children do not exist in the area.

The new buildings that border the east and west sides of the park are mixed-use buildings containing commercial and residential development. Outdoor dining is located along Francis Street.

4.13: Detail Plan. The plan shows the development in the central area of the downtown. (J. Graham)





Faraon St.

Jules St.

Francis St.

N 4th St.

N 5th St.

N 6th St.

N 7th St.



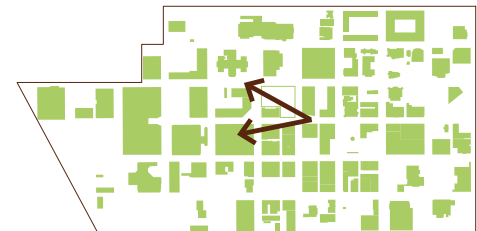
0 30 60 120 240

View from Francis Street

The perspective depicts a section of the new streetscape and the new park for the downtown. Currently the area where the park is located is a large surface parking lot. The new park will create a place in the heart of the downtown that compliments the surrounding context of civic, office, retail, restaurants, and residential uses. The new building in the foreground is proposed to be a mixed-use commercial and residential building that replaces a one story office building. The proximity of the residential to the park also provides benefits to the developer by increasing sales premiums by as much as 24% (Farr, 2008).

Create
72

4.14: View from Francis Street. *The view depicts the new entry into the park. (J. Graham)*





7th Street View

The perspective shows the proposed streetscape for 7th Street, which is one of the secondary axis's for the development. Streetscape improvements include widening of the sidewalk, narrowing of the drive lanes, making the sidewalk handicap accessible, and new street trees. The paving pattern is adapted from paving details along completed streetscape improvements on Felix Street. In the second floor of the building is a living wall. The existing building on the left side has been replaced with a denser mixed-use building. Benefits of living walls are similar to green roofs, which are discussed in the next section.

4.15: View Along 7th Street. The view depicts the proposed streetscape improvements. (J. Graham)





Railroad Crossing

The image depicts a conceptual idea of crossing the railroad tracks might look like. The crossing should maintain continuity of the character of the proposed streetscape, but also balance the need for pedestrian safety and rail service.

4.16: Railroad Crossing. *The view depicts the proposed railroad crossing. (J. Graham)*





Introduce Ecosystem Services - Detail Plan

The inclusion of street trees also has multiple benefits to the downtown. Shading the streets reduces the amount heat that the roads absorb from the sun, and reradiate into the atmosphere. This in turn also reduces the need to pay for air conditioning to combat extra heat gain. Trees also provide habitat for wildlife, and sequester carbon, which helps combat climate change.

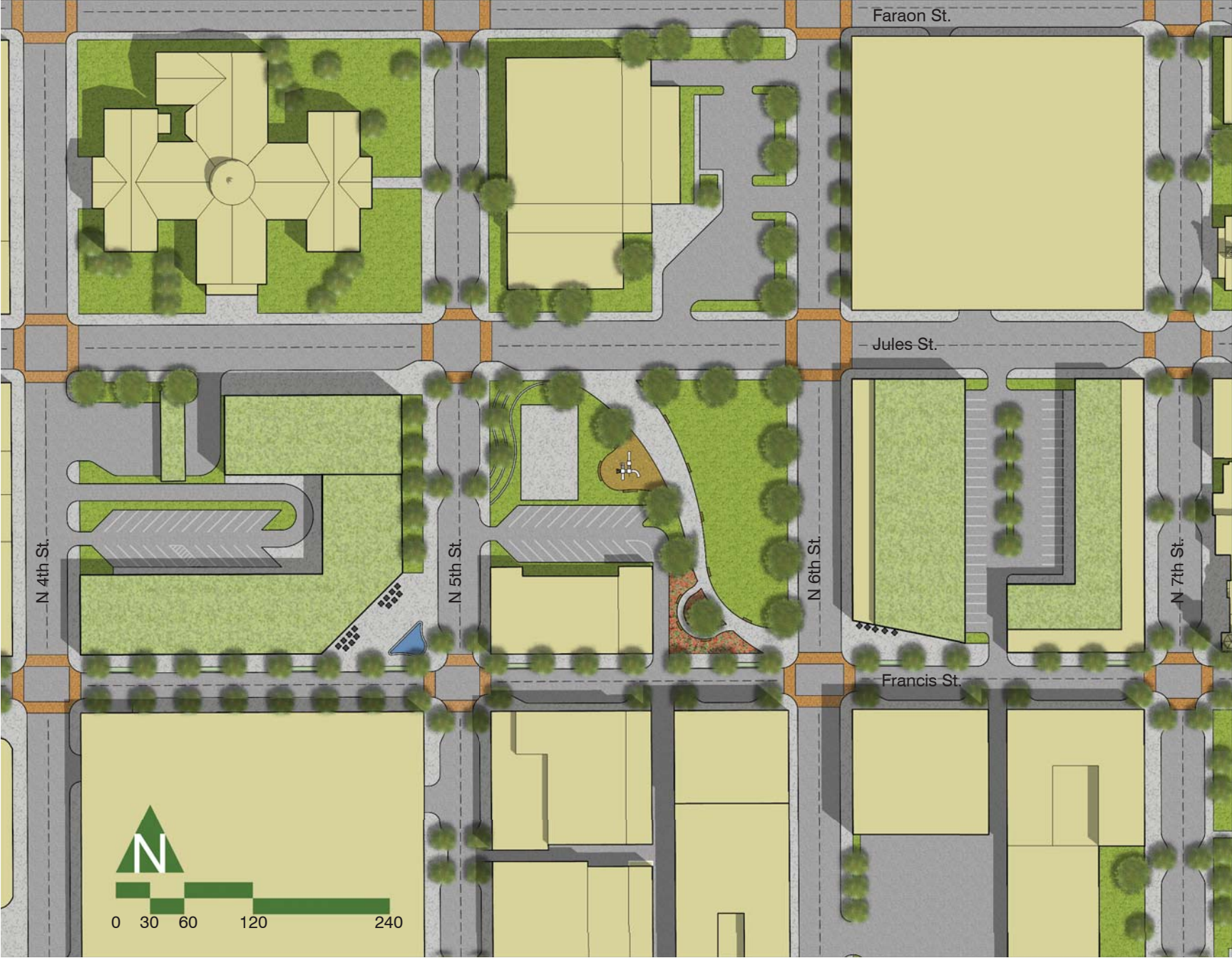
New buildings in the proposed downtown are covered by green roofs. The green roofs provide both economic and environmental benefits. Green roofs help keep buildings cooler, therefore reducing the need to pay for air conditioning to combat extra heat gain. Green roofs also provide reductions of storm water quantity by absorbing much of the rainfall, and slowing down the release of the rainfall it does not absorb.

In addition to green roofs to help reduce

storm water bioswales are located along Francis Street. Bioswales also not only reduce the amount of stormwater, but also filter contaminants out the water making it cleaner. The City of St. Joseph still has a combined storm sanitary sewage system, so reductions in stormwater quantity reduce pressure on the system, thus benefiting the City and the Missouri River ecosystem.

4.17: Detail Plan. *The plan shows improvements to the ecosystem in the downtown.(J. Graham)*





Faraon St.

Jules St.

Francis St.

N 4th St.

N 5th St.

N 6th St.

N 7th St.



0 30 60 120 240

Introduce Ecosystem Services

The cross section shows how the proposed green roofs will capture storm water and collect it in underground cisterns. The collected water can be reused for grey water uses in the buildings or for irrigation of the green roofs and plantings around the buildings.

4.18: Building Section. *The section shows the implementation of green roofs and rain water capture. (J. Graham)*



Introduce Ecosystem Services



Introduce Ecosystem Services - 7th Street View



4.19: 7th Street Ecosystem Services. The image shows ecosystem services in downtown.(J. Graham)

Introduce Ecosystem Services - View into the Park



4.20: Francis Street Ecosystem Services. The image shows ecosystem services in downtown.(J. Graham)

Enhance Connections - Connection Diagram

Green Space

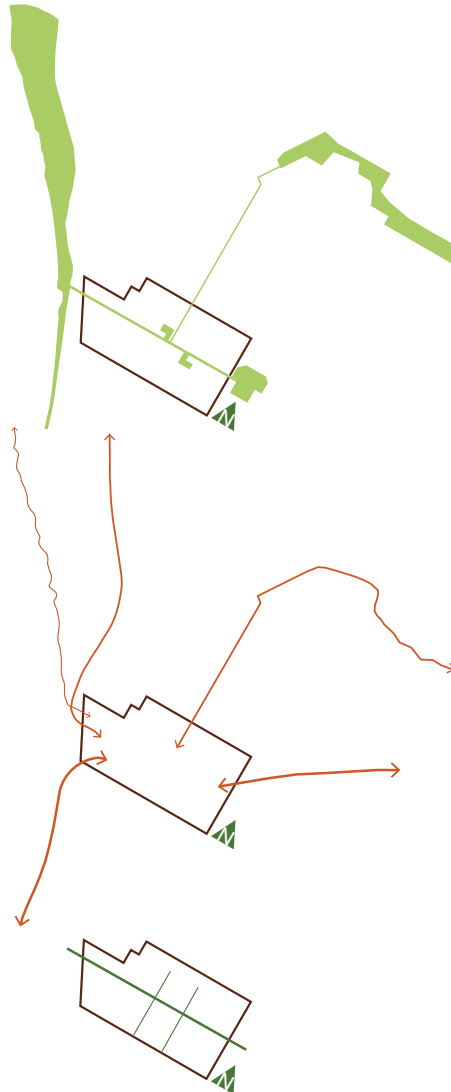
The new green connection along Francis Street connects the existing Civic Center Park on the east to the riverfront on the west. The green linkage to the parkway to the north ties the downtown into a citywide trail system.

Surrounding Areas

New development in the downtown will create a better sense of identity and arrival for the downtown. Major connections include links to Interstate 229 from the south and Frederick Avenue to the east. Minor connections consist of 6th Street, Interstate 229 from the north, and to the riverfront trail.

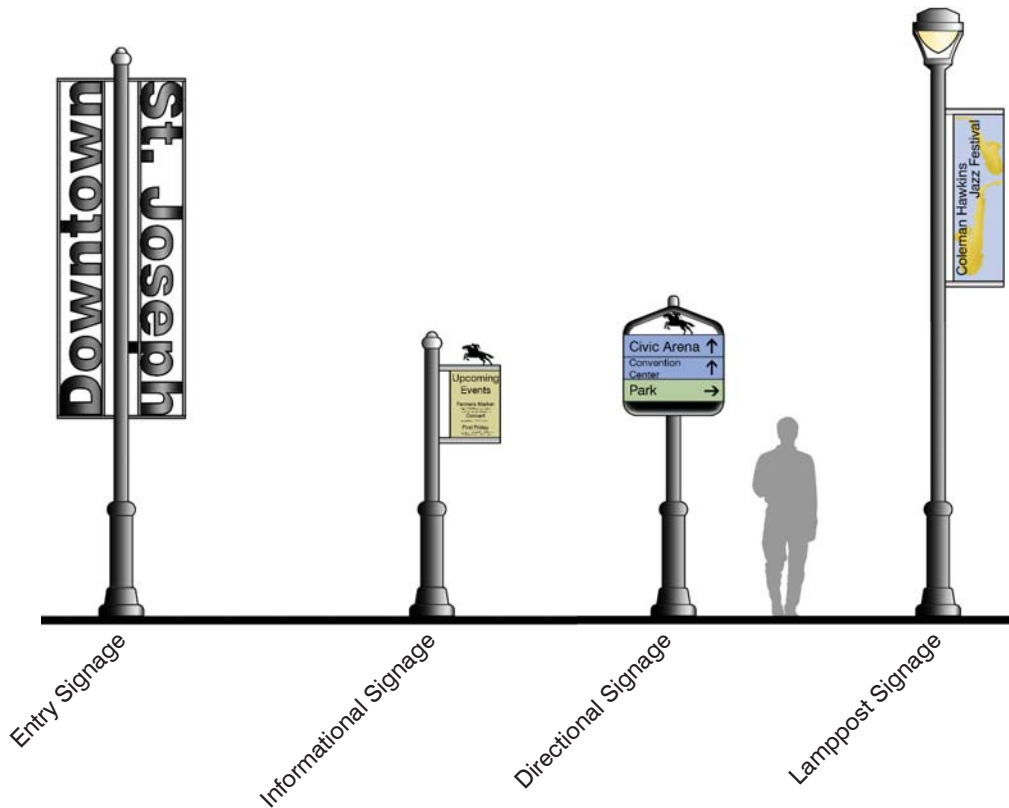
To the downtown

The strengthening of the Francis Street corridor unifies the downtown from east to west, while the improvements to 5th and 7th streets help tie the downtown together from north to south.



4.21: Connectivity Diagram. The diagram depicts improved connections in the downtown.(J. Graham)

Enhance Connections - Wayfinding Signage



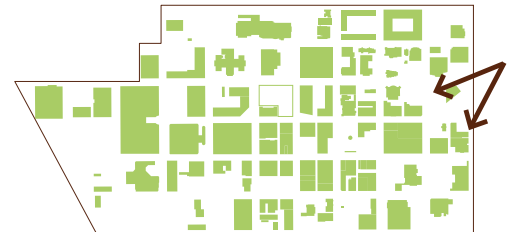
Improved signage in the downtown will help orient and inform visitors about the downtown. Entry signage placed at the main access points to the site reinforces the identity of the place. Informational signage lets visitors know about upcoming events in the downtown. Directional Signage orients visitors to various important locations throughout the downtown. Lamppost signage consists of banners mounted on light poles that feature upcoming events and festivals in the downtown. The signage system provides a more cohesive wayfinding system through the downtown.

4.22: Proposed Signage. The image shows proposed signage for the downtown.(J. Graham)

Enhance Connections - Frederick Avenue Entry

The entry from Frederick is now framed by a commercial and residential building on the right hand side, rather than a fast food restaurant. The view at the end of Frederick is now of a grocery store and integrated parking structure that replaced the former surface parking lot and dilapidated parking garage. The implementation of more contextually sensitive multi-story buildings over suburban styled fast food restaurants will help enforce a sense of arrival and the identity of the downtown.

4.23: Frederick Avenue Entry. *The image shows proposed improvements to the entry.(J. Graham)*





Enhance Connections - Northbound I-229 Entry

The entry from the northbound Interstate 229 positions a new building at the corner of first intersection into the downtown. The new building replaces views of a desolate surface parking lot and bank service area. The implementation of the building over a parking lot serves to create a sense of arriving in the downtown rather than entering the site from a tertiary access point. This in turn helps to establish the downtown as a specific place in the city.

4.24: Northbound I-229 Entry. *The image shows proposed improvements to the entry. (J. Graham)*





Enhance Connections - Southbound I-229 Entry

The entry from southbound Interstate 229 terminates at the new convention center. The arrival into the downtown next to the convention center enforces the idea that downtown is unique through the types of uses and scale of buildings in the downtown, and that citizens of St. Joseph value civic functions and cultural events.

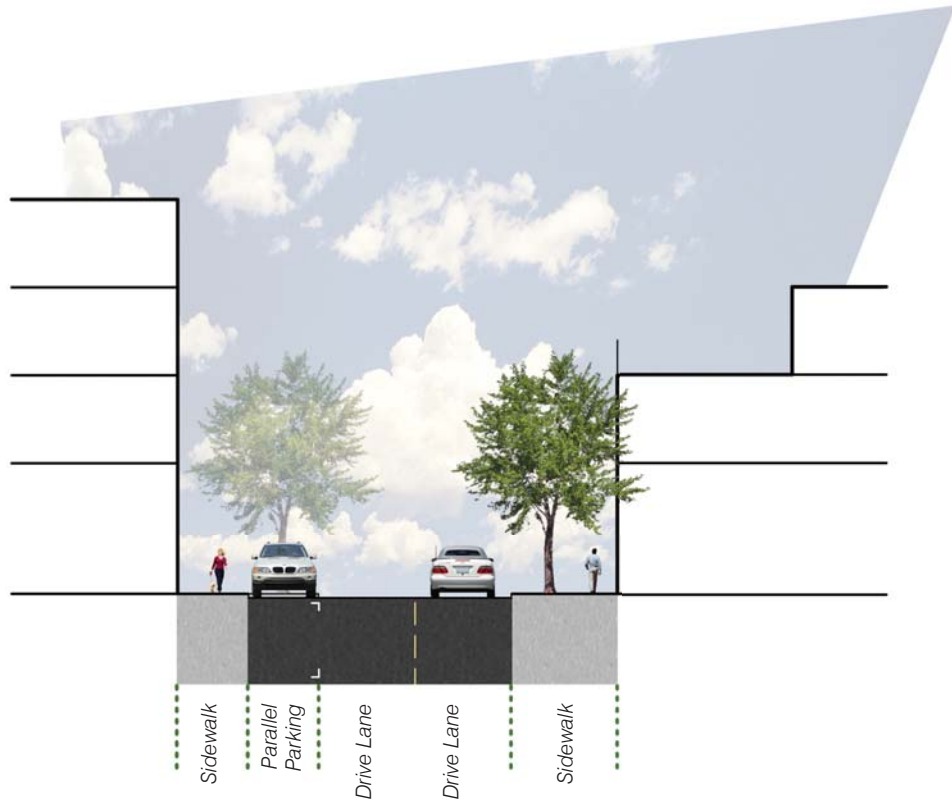
4.25: Southbound I-229 Entry. *The image shows proposed improvements to the entry.(J. Graham)*





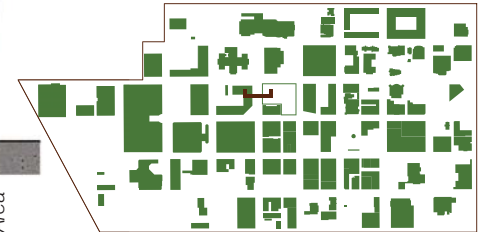
Integrate multi-modal transportation - Typical Francis Street Section

By reducing the drive lane to 11' in each direction, sidewalks can be widened. This also allows for parallel parking along one side of the street where it exists (Figure 4.27, 4.28, 4.29, & 4.30). Curb bulbs at along Francis, 5th, and 7th Streets reduce the distance that pedestrians have to spend in traffic lanes. Street trees that shade the street and sidewalk from excessive heat also create a more inviting pedestrian environment.



4.26: Francis Street Section. The image shows proposed improvements to the street. (J. Graham)

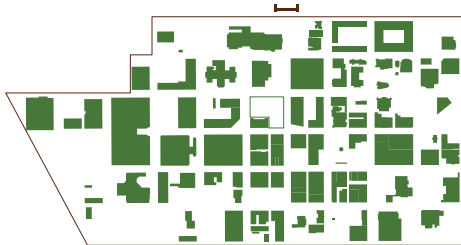
Integrate multi-modal transportation - 5th Street Section



4.27: 5th Street Section. The image shows proposed improvements to the street. (J. Graham)

Integrate multi-modal transportation - 6th Street Section Outside Downtown

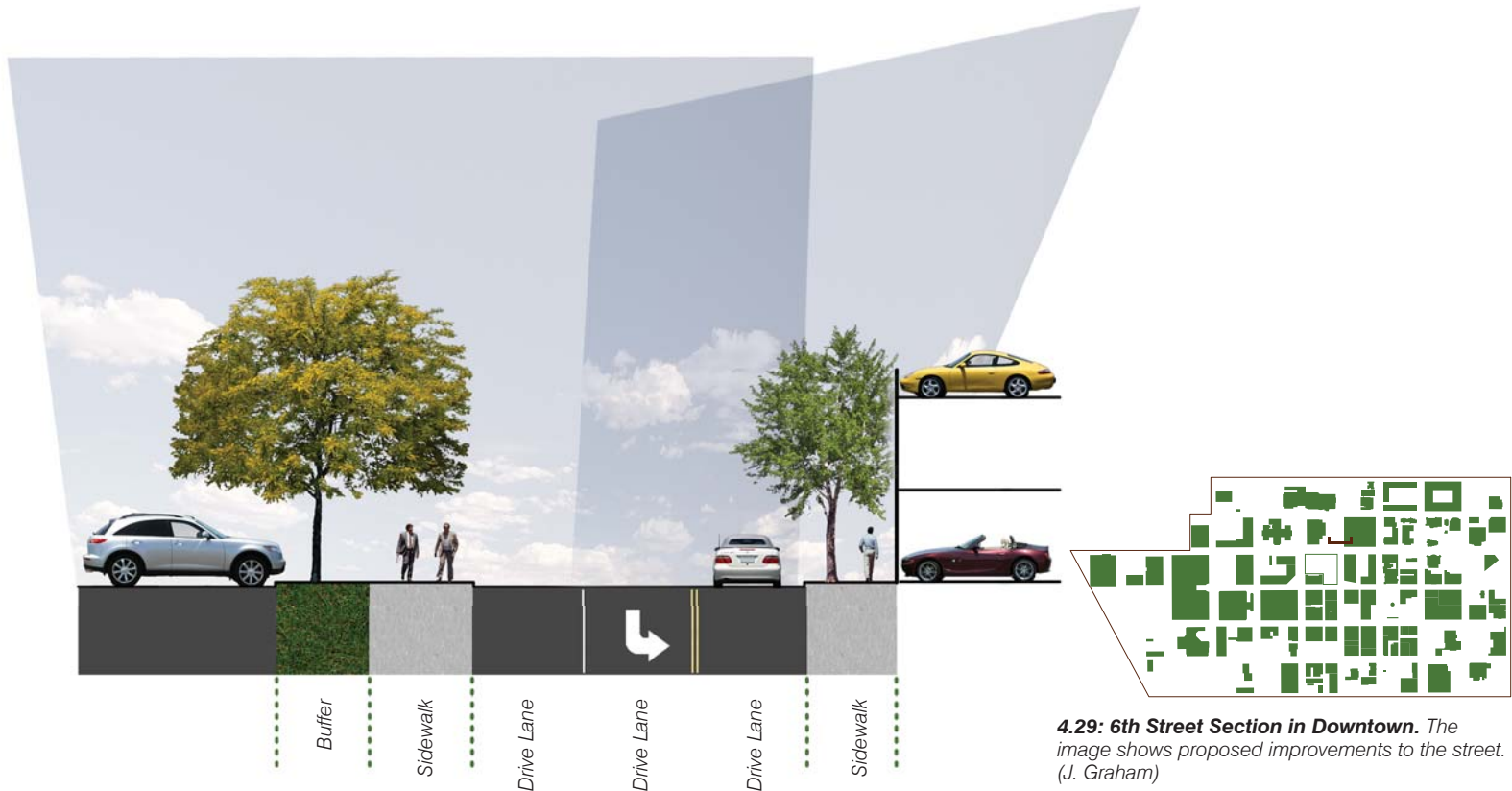
Create
94



4.28: 6th Street Section Outside Downtown.
The image shows proposed improvements to the street. (J. Graham)

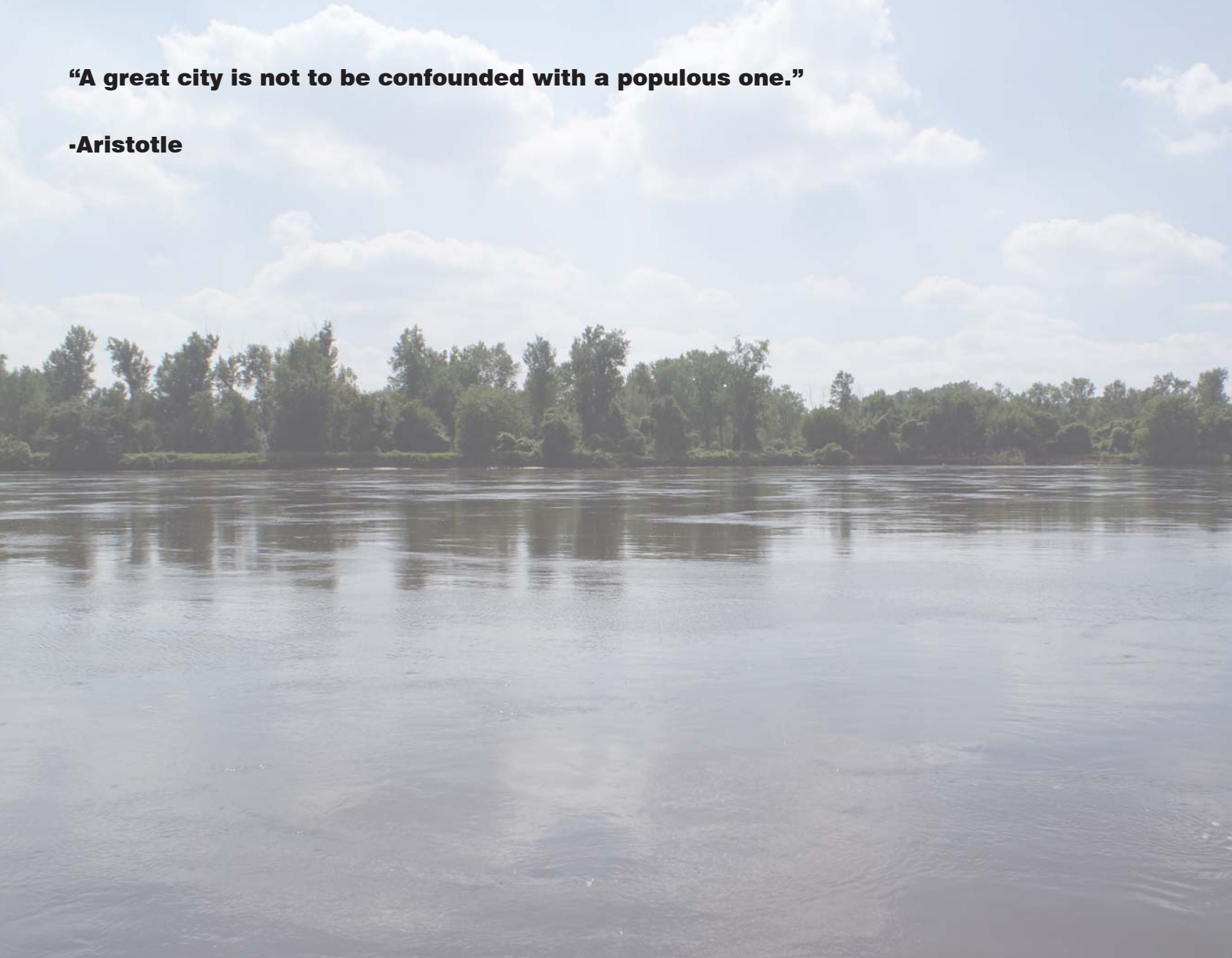


Integrate multi-modal transportation - 6th Street Section In Downtown



“A great city is not to be confounded with a populous one.”

-Aristotle





5 Consider

Project Summary

By enhancing connections, integrating multi-modal transportation strategies, improving the environment, and increasing the sense of place, downtown St. Joseph can be revitalized into a new urban center. New connections to the surrounding areas and to the city's trail system will bring more people into the downtown for activities such as dining, shopping, or entertainment. Improvements to streetscapes also make the downtown more inviting for people to walk or ride bikes through the downtown. Implementation of environmentally beneficial ideas such as shading streets and green roofs and walls, benefits residents

and business owners downtown, by helping to regulate temperature of buildings better. The overall improvements to the area will also help to create a stronger sense of place in the downtown. By making the downtown a unique and vibrant place, people will seek out the area as a place to go to or to live in. As the development of the downtown is completed, downtown residents will be able to be less dependent on their cars for routine trips to places like the grocery store, since they will be able to walk there. The possibility arises too that residents could live and work in the downtown further lessening their need for automobile travel.

Future Research

Many opportunities for future research exist throughout the downtown. Studying how the existing downtown interacts with redevelopment south of the site could provide the option to mix downtown redevelopment with brownfield cleanup. The Heartland emPower Plant is one successful project located downtown that could lead to more redevelopment in the area. Focusing on how uptown redevelopment to the north of the site could benefit the downtown to build a synergistic relationship could potentially be another interesting topic for future study.

Determining the best solution to fully connect the downtown to the Missouri Riverfront may be the most difficult goal to achieve. The current proposed plan improves the connection up to the railroad tracks that border the south edge of downtown; however, it does not consider a solution for crossing the railroad tracks, the large parking lot on the opposite side, or mitigating the visual and audible impact of Interstate 229 on the riverfront.

Limitations

Filtering

One of the most challenging aspects about the proposed redevelopment of St. Joseph's downtown was obtaining and filtering information. The process of reviewing information on PGAV's work to determine what was relevant to this exploration of the downtown was very time consuming. Combining relevant information with literature on community development, small city downtowns, and environmentally friendly design practices was also quite challenging.

Uncertainty

Part of the design process assumes that PGAV's recommendations will be followed. Whether or not certain elements such as the convention center will be introduced into the downtown will remain to be seen.

Data limitations

The availability of data was another challenging issue. It was difficult to determine which governmental agencies had certain data, and discovering if the relevant data even existed was one of the first issues faced in the project. The age and mix of Census data was limited due to unfortunate scheduling; the 2010 Census was being taken during the programming phase of my project, and new data was not released until after my project was completed. Finally, data on future commercial demands also assumes that most of PGAV's recommendations are followed and the economy continues to improve.



“The decline of small city downtowns took decades to occur, and revitalization efforts always take many years of small, steady, incremental steps before noticeable improvements are evident to all. ‘Big Fix’ solutions rarely work, especially in smaller cities. Rather a continuous series of small-scale organizational, aesthetic/design, and economic improvements that makes downtown distinctive from other settings—a strong sense of place—is the foundation for successful downtown development in small cities.”

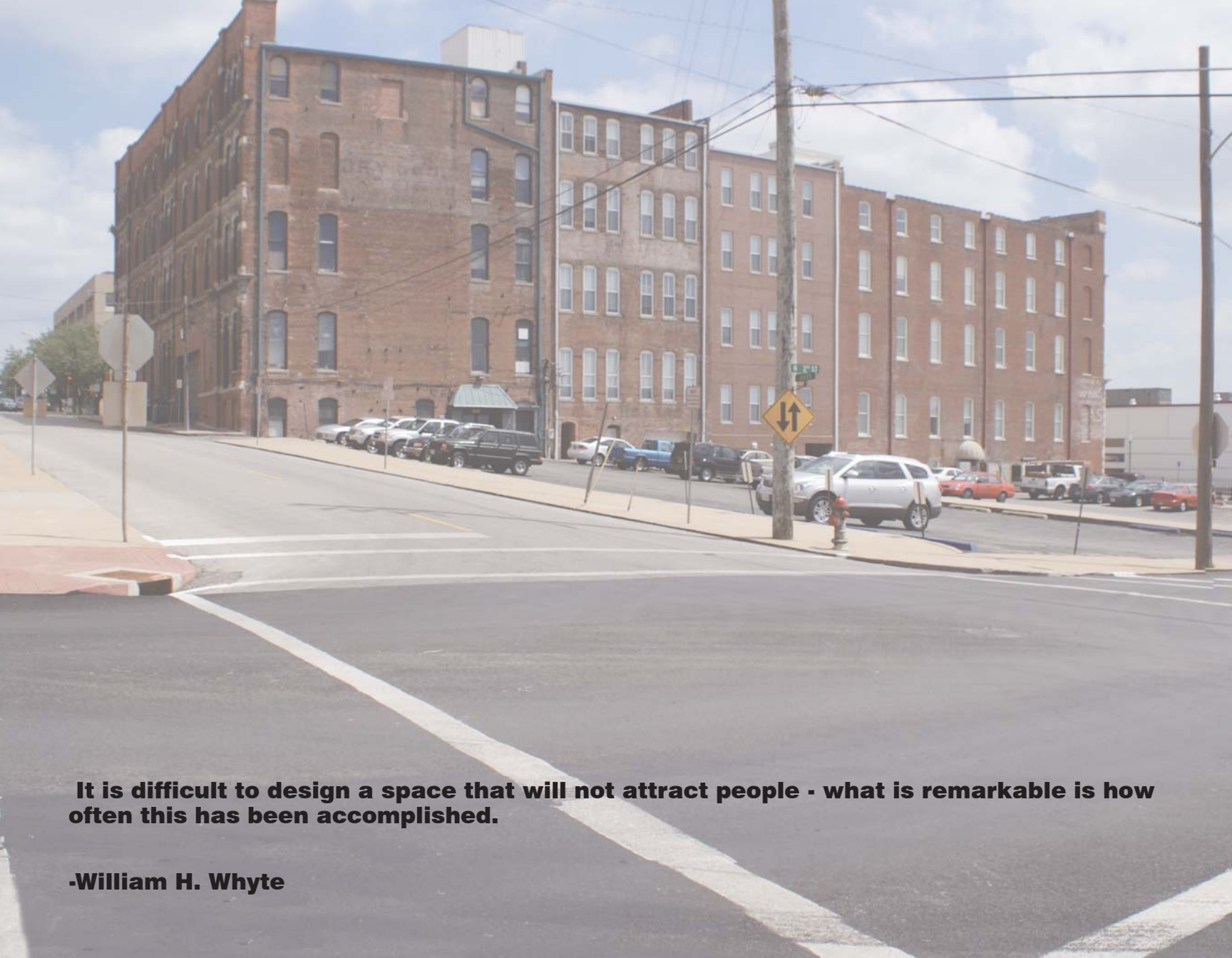
-Kent Robertson, in *“Downtown Development Principles for Small Cities”*

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It is difficult to design a space that will not attract people - what is remarkable is how often this has been accomplished.

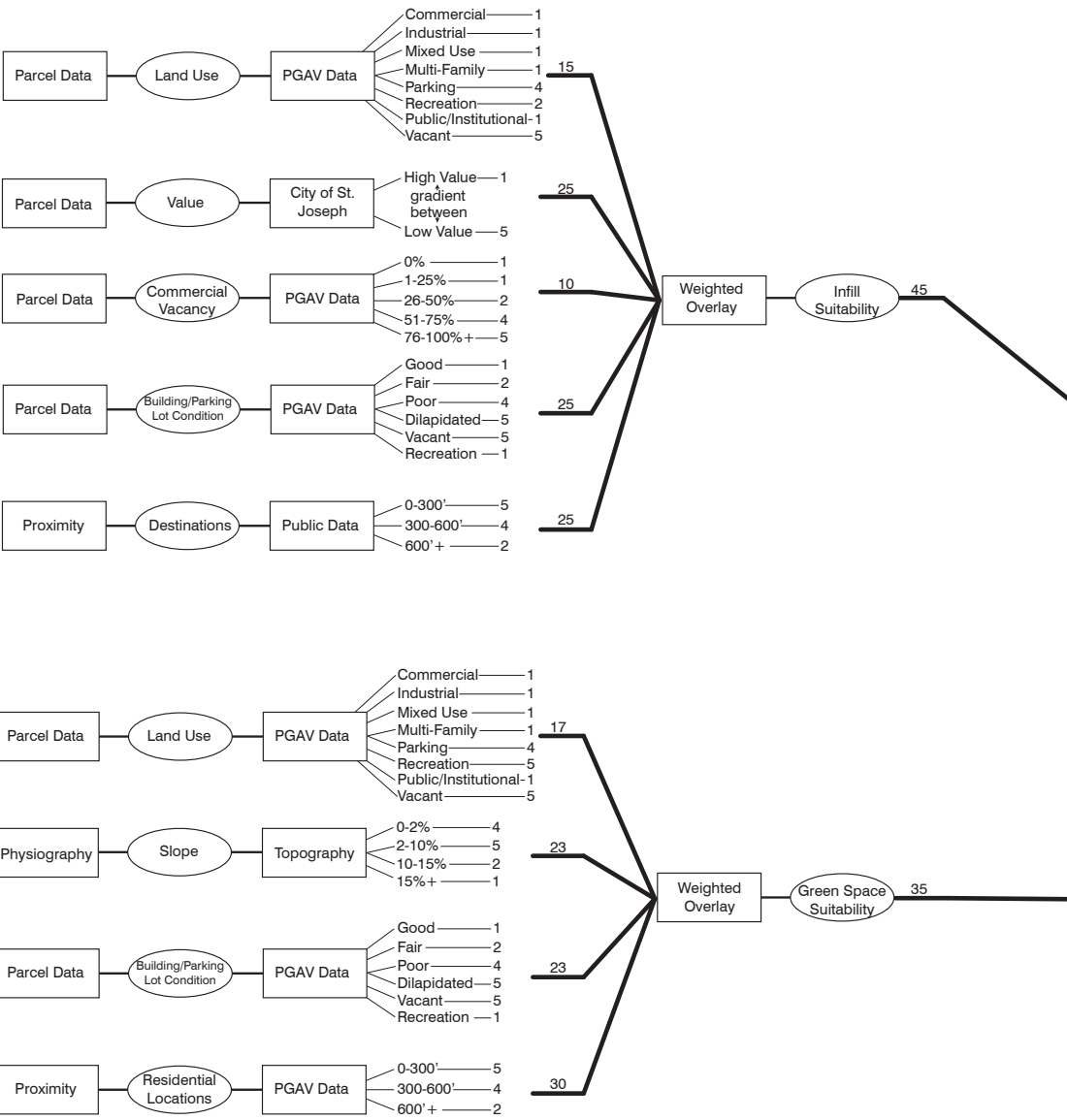
-William H. Whyte



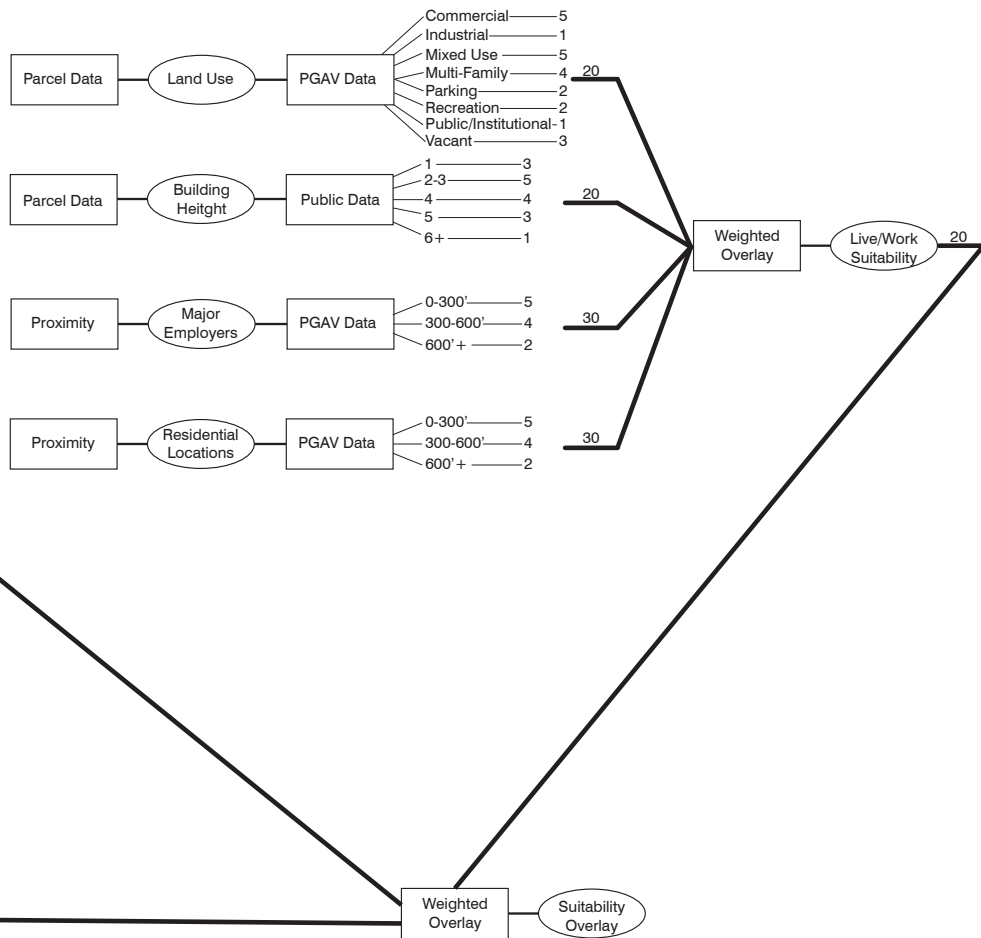
Appendix A

GIS Models

The suitability models are shown in Figure A.1. A variety of factors are considered in the models. For each set of data, information is coded with a value between 1-5, with 5 being the highest preference and 1 being the lowest preference. Then each data set is assigned a percentage and a statical overlay occurs as part as the weighted overlay. Finally each of the three suitability models is assigned a percentage and combined into another weighted overlay for the Suitability Overlay.



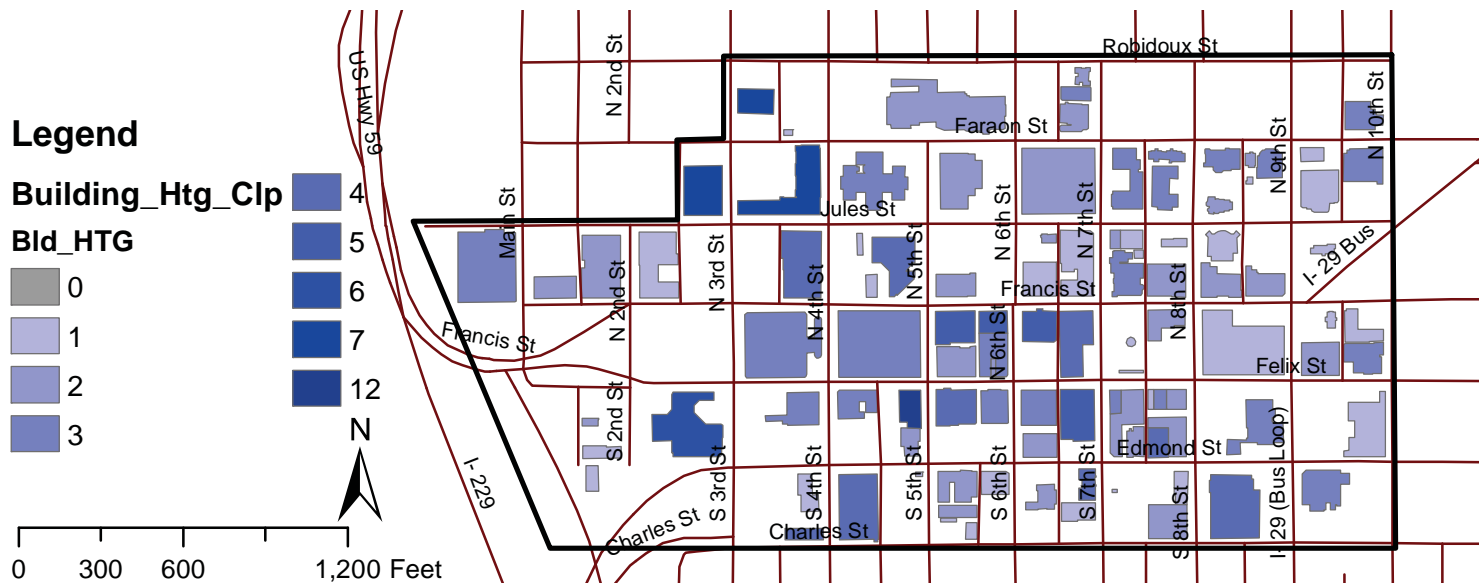
A.1: GIS Suitability Model.
(J. Graham)



Building Heights

Building heights (measures in stories) are incorporated into analysis for live/work opportunities. Building from 2-4 stories were given the highest rating for redevelopment. Buildings in the 2-4 story range typically have enough room to accommodate various uses without overwhelming the smaller scale of the downtown.

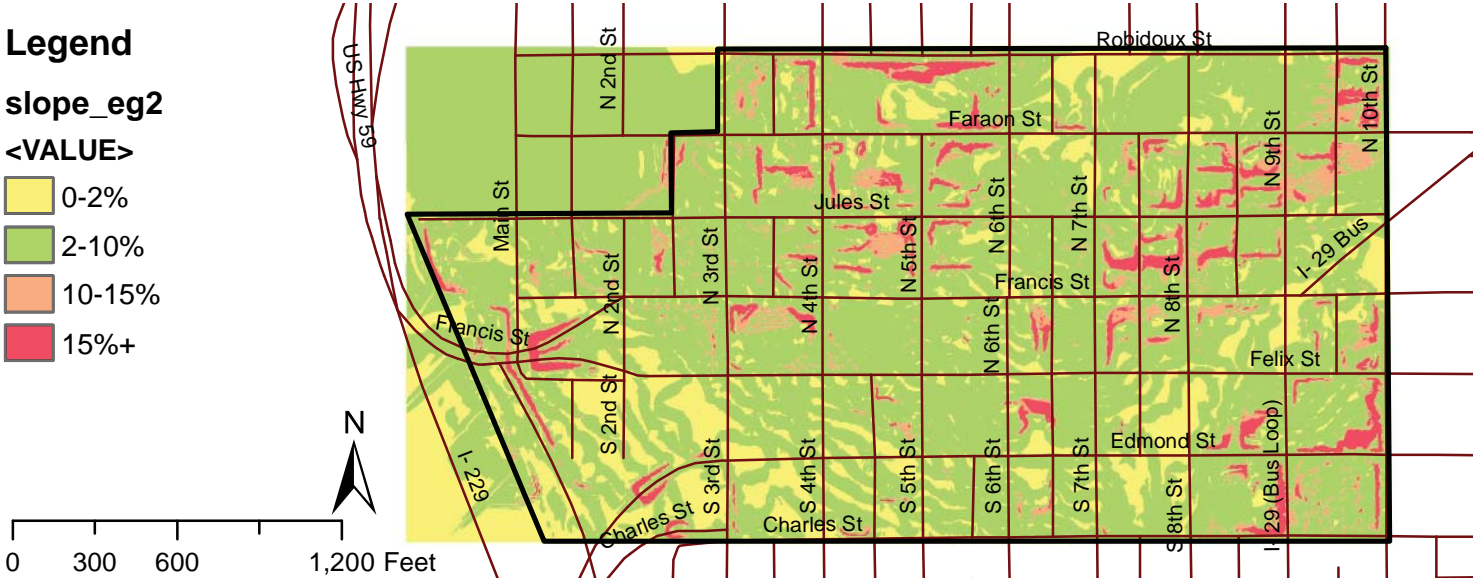
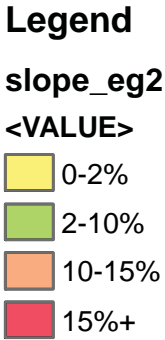
A.2: Building Heights. (J. Graham)



Slope

Parking lots provide opportunities for infill development in the future or conversion into green space. Parking lots that are considered dilapidated or poor where given a higher preference for infill or green space.

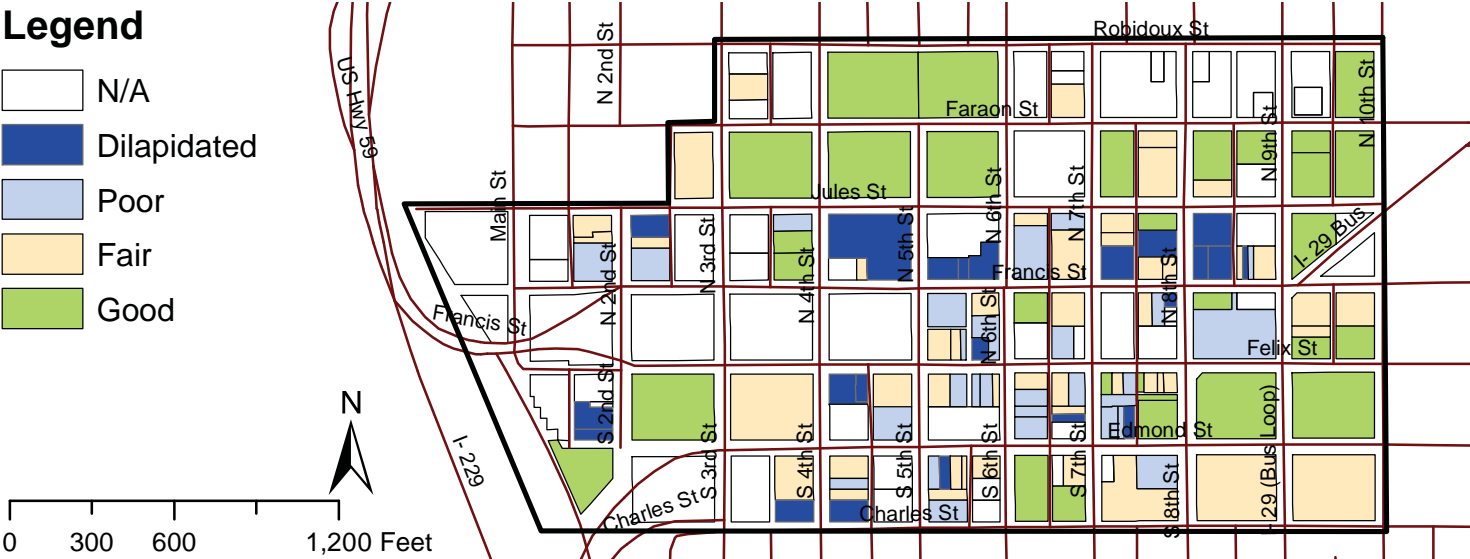
A.3: Slope. (J. Graham)



Building Condition

Building conditions in the downtown are taken into account when looking at opportunities for infill. Buildings considered poor or dilapidated were considered more suitable for infill development as either rehabilitation or removal.

A.4: Building Condition. (J. Graham)



Parking Lot Condition

Parking lots provide opportunities for infill development in the future or conversion into green space. Parking lots that are considered dilapidated or poor where given a higher preference for infill or green space.

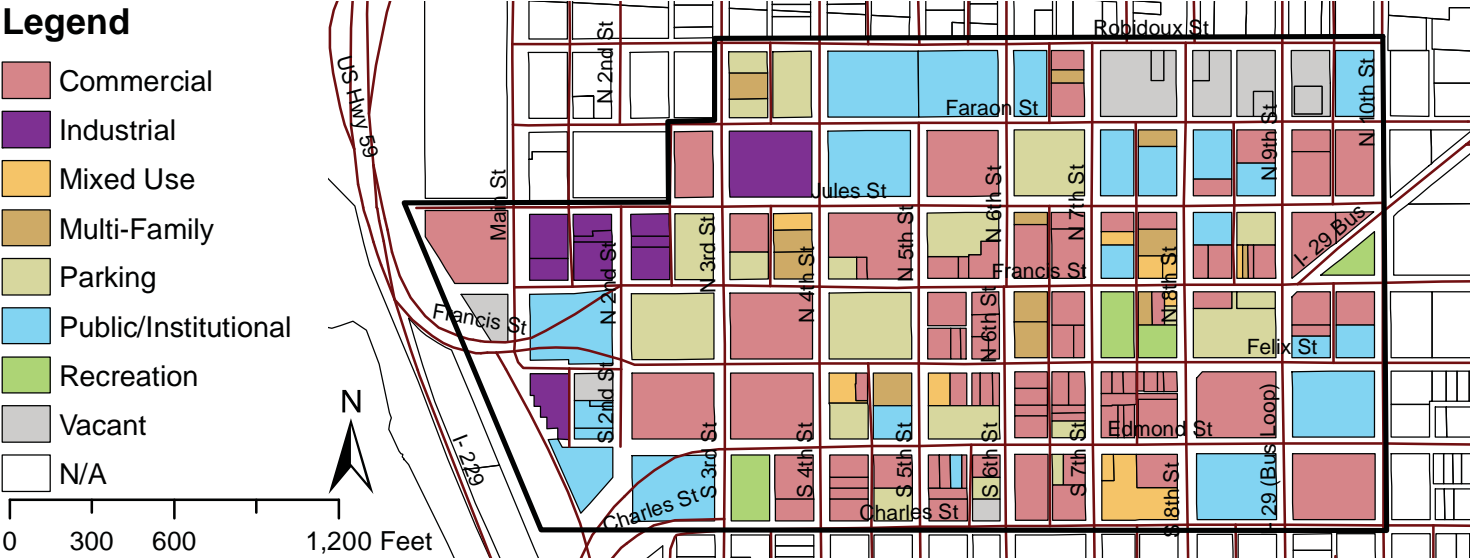
A.5: Parking Lot Condition. (J. Graham)



Land Use

Land use in the downtown is predominately commercial and public/institutional. Land use is used to help determine optimal locations for development.

A.6: Land Use. (J. Graham)



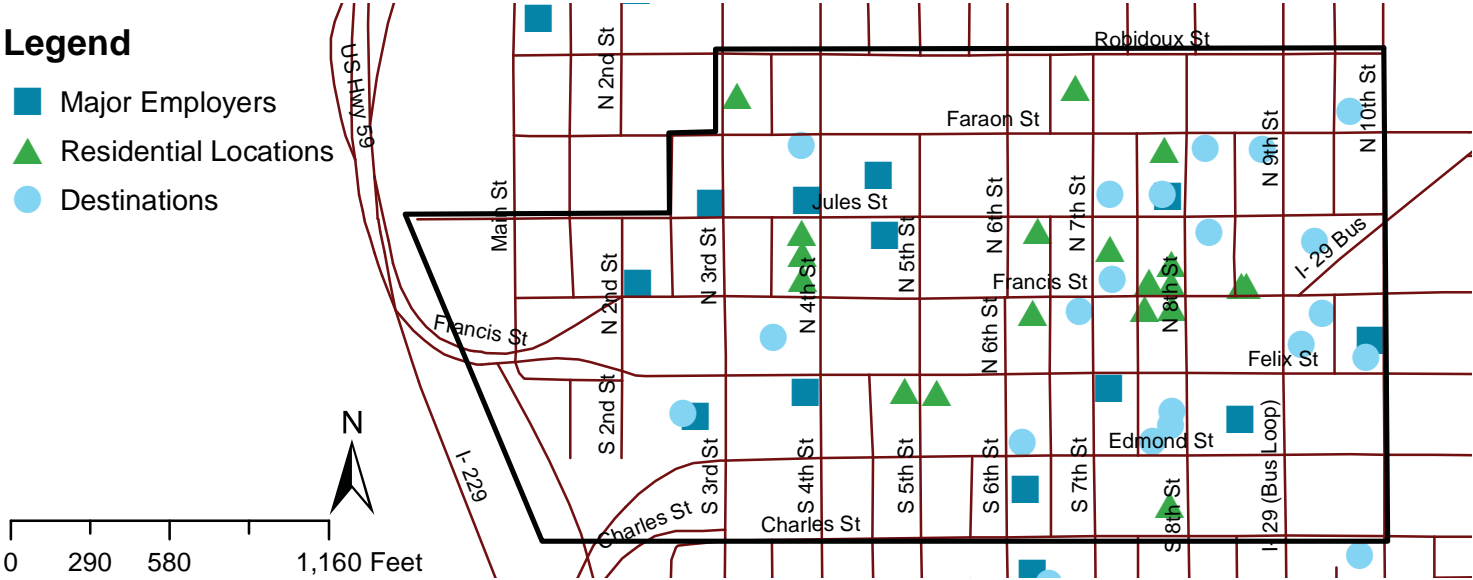
Significant Locations

Significant locations are found throughout the site. Destinations include places such as churches, arenas, restaurants, libraries, and theaters. Residential locations are also shown on the map by the green triangles. Locations of major employers in the downtown is also shown on the map. The points where given buffers of 300' and 600' (300' being the average block length) for each category for analysis.

A.7: Significant Locations. (J. Graham)

Legend

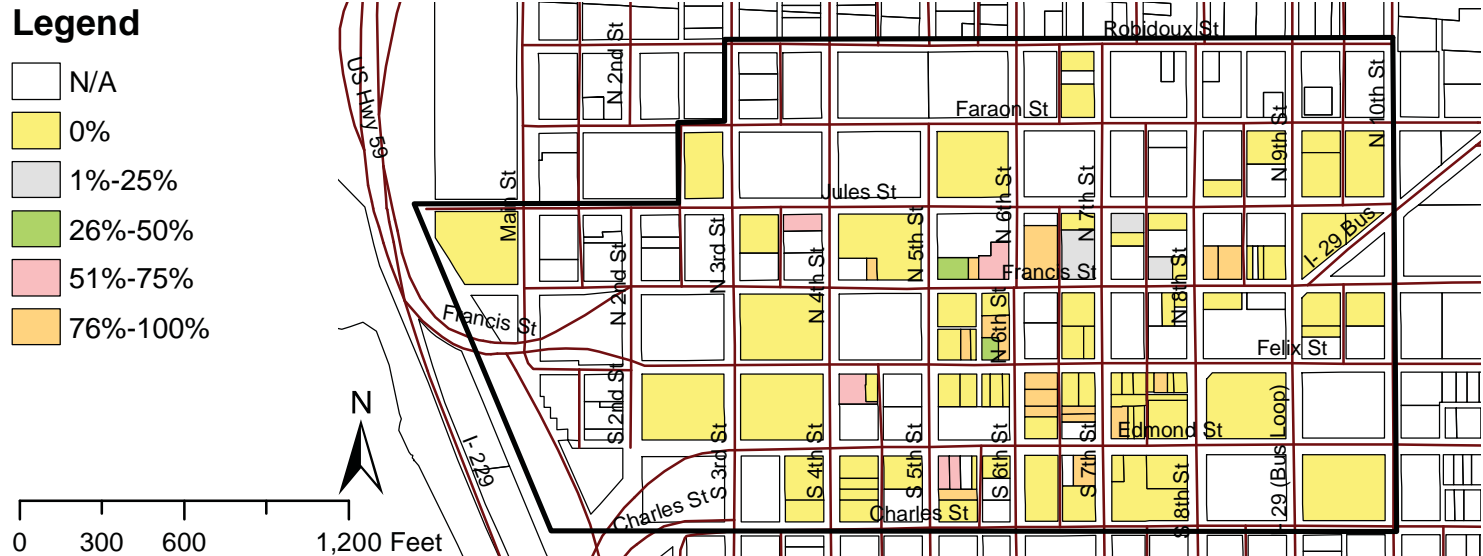
- Major Employers
- Residential Locations
- Destinations



Commercial & Retail Vacancy

Vacant buildings can hinder redevelop and cause many problems as noted in Bowman and Pagano (2004). The higher percent of vacancy in a building makes it more suitable for redevelopment.

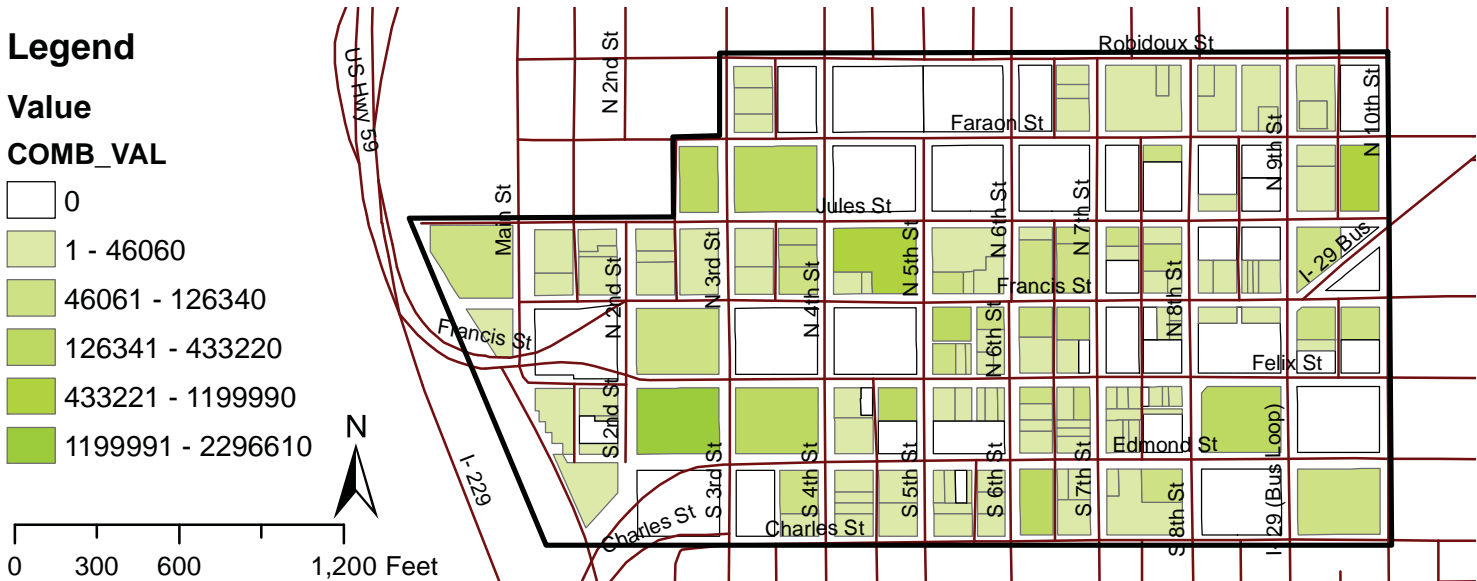
A.8: Commercial & Retail Vacancy. (J. Graham)



Building & Land Values

Building and land values affect proposed plans for the downtown. Lower building and land values are more suitable for projects because acquisition cost would be lower for developers. Churches and government owned parcels are shown as a value of 0.

A.9: Building & Land Values. (J. Graham)



“The more successfully a city mingles everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support well-located parks that can thus give back grace and delight to their neighborhoods instead of vacuity.”

-Jane Jacobs in *The Death and Life of Great American Cities*





Appendix B

Literature Review

Terra Incognita: Vacant Land and Urban Strategies

Ann O'M Bowman & Michael A. Pagano 2004

The authors analyze the causes of vacant land, the functions that it serves, and development strategies. Bowman and Pagano describe how "abandonment often spreads by contagion." They describe the cycle of a building falling into disrepair, which can lead to reduced retail traffic in the area resulting in more buildings being vacant. This in turn can lead to buildings eventually being demolished and homeless people moving into an area, pushing out remaining businesses due to undesirability(2).

"Given the contagion effect and the prospect of triggering a downward spiral of neighboring properties, city strategies to reuse vacant land will certainly be-or should be-pursued vigorously(129)."

The authors also describe three imperatives that cities face with vacant land; the fiscal imperative, the social imperative, and the development imperative(39-43).

The fiscal imperative is to generate revenue for public services for residents. By developing vacant land, cities can promote business development, that in turn pays taxes, providing the city with revenue(39).

The social imperative is that vacant land

can be worth more as a park to surrounding areas than being developed into new buildings. Vacant land can also help define neighborhoods and buffer land uses from one another(42). Bowman and Pagano describe the reason for creating open space.

"The rationale for creating public space is multifaceted, including economic development and environmental enhancement, but public welfare is the primary motivation. Public space should be meaningful to those who use it and responsive to their needs. For people living in cramped dwellings or for the homeless, public space becomes places for recreation and socialization(112)."

The development imperative for cities is to create development friendly incentives, which can in turn help a city's perceived image. Cities can do things such as subsidize development, provide public infrastructure, and promote other development related programs(43-44).

The imperatives that the authors describe will influence the program and how land is developed in the plans.

Downtown Development Principles for Small Cities

Kent Robertson 2001

In his paper on development in small city downtowns Robertson details the

differences in small city downtowns and large city downtowns. He also explains eight principles for the development of downtowns in small cities.

Robertson identifies eight differences between large and small city downtowns. They are: 1) small city downtowns are more human scale 2) small city downtowns are not plagued with some of the problems that confront larger cities 3) larger city downtowns are dominated by a corporate presence, in terms of physical presence and economic influence 4) most small city downtowns lack the large signature projects that are key components in larger city redevelopment efforts 5) the retail structure differs in smaller cities 6) the downtowns of most small cities are not divided up into districts 7) many small city downtowns are closely linked to nearby residential neighborhoods 8) small city downtowns are more likely to still possess a higher percentage of historic buildings than large cities(11-12).

Many of these conditions that Robertson describes are present in St. Joseph. The most important ideas are that the downtown is more human scale, retail is comprised of independent stores instead of large chains, and historic buildings are present in the downtown.

Robertson also identifies eight principles for successful development. 1) The importance of a strong private/public partnership 2) Develop a vision/plan for downtown 3) Downtown should be multifunctional 4) Take advantage of downtown's heritage 5) Link downtown to the waterfront 6) Downtown should be pedestrian friendly 7) Establish design guidelines 8) Do not overemphasize the importance of parking(12-19).

Downtown Revitalization: Building Blocks

PGAV 2008

The packet provides an overview of the plans that PGAV produced as part of the DREAM Initiative. Each section of the report gives a brief synopsis of PGAV's recommendations. The first section deals with housing in downtown. The report details the potential market demand for housing and rentals. The next section covers the entertainment district. PGAV's guidelines are for storefront improvements and continuous retail along Felix Street. The following sections recommends the development of a convention center or expansion of the existing area and the expansion or creation of a new hotel. The next section covers improvements that need to be made to the streetscape, such as street trees and open space. After that, parking downtown is discussed along with statistics about the

number and placement of stalls. The remaining sections discuss the need for a grocery store and historic buildings in the downtown. Historic buildings in downtown are viewed as an asset to be saved and revitalized. Finally the last two sections of the packet examine the need for job creation and the benefits of private investment into the downtown.

The packet of information provides information as a starting point for my project and states the need for elements for my program, such as a grocery store. The development areas it outlines also help delineate the areas in which I've chosen to focus on, by extending development to their edges.

Green Urbanism

Timothy Beatley 1999

In his book, Beatley describes the approaches to integrating environmentally friendly features, which he calls green urbanism, into European cities, and how they can be applied to American cities. The idea behind green urbanism is that cities and positive urbanism are important to more sustainable places, communities, and lifestyles. It also emphasizes that people's views of cities need to be, "expanded to include ecology and more ecologically responsible forms of living and settlement(5)."

Beatley has six qualities and characteristics of cities that epitomize green urbanism. They are:

"cities that strive to within their ecological limits...and acknowledge their connections with and impacts on other cities and communities and the larger planet, cities that are green and that are designed for and functional in ways analogous to nature, cities that strive to achieve a circular rather than a linear metabolism, cities that strive toward local and regional self-sufficiency, cities that facilitate (and encourage) more sustainable, healthful lifestyles, and cities that emphasize a high quality of life and the creation of highly livable neighborhoods and communities(6-8)."

While some of the qualities are outside of the scope of my project, some are also quite applicable. The goals of creating cities that are designed with nature and the creation of livable neighborhoods will likely play a key role in the development of my project.

The author also describes how American cities consume more land and spatial growth faster than the population growth. This is in contrast to how he describes European cities that generally grow more compact and dense, through the reuse and redevelopment of existing urbanized areas(30). The author also notes that, of the

cities he examines, compact development is “given a clear priority(33)” and “promoting infill development and intensification...of land in the urban core(38).” These ideas are relevant to my project because, ideally over time, the downtown would incorporate more infill development instead of sprawling development on the edges of the city.

Beatley also discusses research by Goodchild (1998) on crime. The research found that housing over shops increases public surveillance and made it more difficult for criminals to break into stores. He also found that occupied buildings reduce the risk of fire and criminal damage(83). Creating a sense of safety is important to creating a vibrant downtown.

An important goal of my project is bringing people into the downtown to live. Beatley notes that some American cities have brought people downtown to live by creating close proximity to amenities and entertainment attractions. He also points out that more “empty nesters,” that is, adults whose children have moved out of their house, have begun to move into downtowns(103). These ideas can be applied to my project to bring people into St. Joseph’s downtown.

The last area of relevance to my project is the use of city greening techniques. The author discusses the use of vegetative

walls to protect buildings from heating in the summer and cooling in the winter(211). He also talks about minimum tree cover for parking lots as a way to reduce the urban heat island effect(229). These concepts can be implemented into the design of the downtown, and be used to make the downtown more energy efficient and aesthetically pleasing.

Sustainable Urbanism: Urban Design With Nature

Douglas Farr 2008

In *Sustainable Urbanism*, Farr writes about how current development trends in the United States are unsustainable environmentally, socially, and ecologically. He goes on to describe sustainable urbanism, which he defines as, “walkable and transit-served urbanism integrated with high-performance buildings and high-performance infrastructure,” and that “compactness and biophilia are core values of sustainable urbanism(42).”

Farr describes many of the goals of sustainable urbanism related to compactness, such as creating neighborhood businesses that are integrated into surrounding residential neighborhoods(44). This idea is relevant to my project, because the downtown redevelopment would ideally have businesses mixed with residential uses. Another idea that is important in sustainable urbanism as well as my project is the ability to meet daily needs just by foot travel(45). He states that residents need to be able to “dwell, work, entertain themselves, exercise, shop, and find daily needs and services within walking distance(129).” The ability to walk to daily places reduces the need for car travel, which is good for the environment.

Farr also discusses the use of transit in cities. The author describes how automobile use accounts for an average of 20 percent of household annual expenditures and how this is causing increased use of transit(114). *Sustainable Urbanism* also looks at the type of people most likely to seek out living accommodations near transit, which are “singles, couples without children, the elderly, and low-income minority households.” It also mentions that these groups are households that are projected to grow the most in the next 25 years(116). These groups are relevant to who residents might be in my project. A strong tie to walkability would attract many of these groups as well.

Another element that Farr mentions is necessary for a successful neighborhood is “third places.” Robert Oldenburg, the creator of the idea of third places, refers to them as places “outside of home and work and open to the general public where people informally gather on a regular basis(146).” Third places are locations that are easily accessible and comfortable for people and open at least 16 hours a day for at least 5 days a week. This allows people to be around a third place area throughout most of the week. Examples of third places include coffee shops, tot lots, bus stops, dog parks, pubs, alleys, libraries, laundries, and churches. The author also notes that third places are located in walkable urban locations(146). The idea of third places is a important to the downtown of St. Joseph because they could help encourage people to move into the downtown.

Another important element to my project that *Sustainable Urbanism* discusses is pedestrian friendly streets. Farr provides guidelines for street/sidewalk design and the qualities associated with them(152). The author also discusses the benefits of walkable streets to user health, such as walkable streets can increasing the amount of activity people receive and reduced health care costs(148).

Asset Building & Community Development

Gary Paul Green & Anna Haines 2008

Asset Building & Community Development is written to explain aspects and the general process of community development. The authors definition of community development is the “planned effort to build assets that increase the capacity of residents to improve their quality of life(xi).” The assets that the authors identify as capitals that are beneficial to communities are: physical, human, social, financial, environmental, political, and cultural(xi).

The authors describe physical capital as roads, buildings, other physical features (including vacant land). They assert that “the quality of physical capital is important within a community development context and in relation to other forms of community capital (123).” Improving physical capital in St. Joseph will be useful to help stimulate further community development in the downtown.

Another capital that is important to community development is social capital. Social capital is considered the “social relationships and ties...that facilitate collective action in communities(109).” The creation of places that help facilitate these interactions is relevant to my project.

Environmental capital is another aspect that pertains to the redevelopment of St. Joseph. Green and Haines classify environmental capital as a community’s natural resources such as air, water, land, flora, and fauna. The authors assert that environmental is important to communities for multiple reasons: natural resources’ ecological functions provide services for communities such as flood control, natural resources have direct use value, and natural resources also have value being able to be passed on to future generations (169). The redevelopment of St. Joseph’s downtown will provide opportunities to reincorporate environmental areas into the urban fabric.

Culture capital is another aspect to redevelopment of St. Joseph. Culture capital are places and activities in communities such as historic buildings, archaeological sites, museums, farmer’s markets, and festivals(211). According to the authors some communities are “subsidizing the support for art museums and concert halls as part of their economic development strategy(211).” The promotion of cultural capital can help spur the redevelopment of downtown by bringing people into the downtown and providing places where people would want to live.

Image of the City

Kevin Lynch 1960

Image of the City looks at how people perceive cities and the typological elements of which they consist. Lynch describes the formation of people's visions as "a two-way process between the observer and his environment(6)." These environmental images of cities determine the "legibility of the cityscape," meaning how easily can parts of the city be recognized and organized(2). According to Lynch, environmental images are analyzed in 3 components: identity, structure, and meaning. The image needs to have an object that distinguishes it from other things. Then the image must be relatable in space relative to the observer. Finally, the object needs to have meaning for the observer(8). Lynch classifies the city images into five categories: paths, edges, districts, nodes, and landmarks(47). The ideas and concepts that Lynch puts forward will be useful to my project in the development of the physical environment.

Literature Map

Placemaking

Image of the City (Lynch 1960)

Active

The Livable City: Revitalizing Urban Communities (Partners for Livable Communities 2000)

Good City Form (Lynch 1984)

Cities as Sustainable Ecosystems (Newman & Jennings 2008)

DT-STJ
Downtown St. Joseph

Green Urbanism: Learning from European Cities (Beatley 1999)

Greenspace

Terra Incognita: Vacant Land and Urban Strategies (Bowman & Pagano 2004)

Resilient Cities: Responding to Peak Oil & Climate Change (Newman, Beatley, & Boyer 2009)

Ecocities: Building Cities in Balance With Nature (Register 2002)

Environment

Design With Nature (McHarg 1969)

Safety

Walkability

Planning for Sustainability (Wheeler 2004)

Infill

Urban Redevelopment

Downtown Development Principles for Small Cities (Robertson 2001)

Glossary

Baby Boomer

1. A term for the 82 million people born in the US from 1946 to 1964. (Farr 2008)

Biodiversity

1. The variety and essential interdependence of all living things; it includes the variety of living organisms, the genetic differences among them, the communities and ecosystems in which they occur, and the ecological and evolutionary processes that keep them functioning. (Farr 2008)

Biophilia

1. Human access to nature. (Farr 2008)

BMP

1. Best management practice refers to the practice considered most effective to achieve a specific desired result for protection of water, air, and land and to control the release of toxins. (Farr 2008)

Brownfield

1. A site that is underutilized or not in active use, on land that is either. (Farr 2008)

Character

1. The image and perception of a community as defined by its built environment, landscaping, natural features and open space, types and style of housing, and number and size of roads and sidewalks. (Farr 2008)

Density

1. The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre. (Farr 2008)

District

1. Sections of a city that have a common identifying character. (Lynch 1960)

Ecosystem

1. The species and natural communities of a specific location interacting with one another and with the physical environment. (Farr 2008)

Ecosystem Services

1. Resources and processes that are supplied by natural ecosystems and serve all living organisms. (UACDC, 2010)

Edge

1. Boundaries between two phases or regions. (Lynch 1960)

Floor Area Ratio (FAR)

1. The total floor area of all buildings or structures on a lot divided by the total area of the lot. (Farr 2008)

Green Building/Green Design

1. Building design that yields environmental benefits, such as savings in energy, building materials, and water consumption, or reduced waste generation. (Farr 2008)

Greenfield

1. Newly developed real estate on what was previously undeveloped open space. (Farr 2008)

Greenway

1. A linear open space; a corridor composed of natural vegetation. (Farr 2008)

Infill Development

1. building on vacant lots within the urban area, redevelopment of underutilized lands where, say, small or deteriorating buildings exist, and rehabilitation or expansion of existing buildings. (Wheeler 2004)

2. A type of development occurring in established areas of a city. (Farr 2008)

Infrastructure

1. Water and sewer lines, roads, urban transit lines, schools, and other public facilities needed to support developed areas. (Farr 2008)

Land Use

1. The manner in which a parcel of land is used or occupied. (Farr 2008)

Live/Work

1. The ability for a person to live in the same building or near their place of work. (Author 2011)

Millennial

1. A term for the 78 million people born in the US from 1977 to 1996. (Farr 2008)

Mixed-Use

1. A development that combines residential, commercial, retail, and/or office uses, either in a vertical fashion (in a single building) or a horizontal fashion (adjacent buildings). (Farr 2008)

2. A neighborhood urban center that allows a variety of residential types (condos, apartments, townhouses) and commercial, office, and retail uses clustered together in a development of less than 40 acres. (Farr 2008)

Multifamily

1. A building that is designed to house more than one family. Examples are a fourplex, condominiums, or an apartment building. (Farr 2008)

Node

1. Strategic spots in a city into which an observer can enter and are the foci to and from which they are traveling. (Lynch 1960)

Open Space

1. An area set aside or reserved for public or private use with very few Improvements. Types of open space include:

- Agricultural land
- Parks
- Greenbelts
- Nature preserves (Farr 2008)

Path

1. Channels along which an observer customarily, occasionally, or potentially moves. They can be streets, walkways, transit lines, canals, or railroads. (Lynch 1960)

Pedestrian-Scaled

1. Development designed so a person can comfortably walk from one location to another. (Farr 2008)

Redevelopment

1. The conversion of a building or project from an old use to a new one. (Farr 2008)

Streetscape

1. The space between the buildings on either side of a street that defines its character. (Farr 2008)

Suitability

1. adapted to a use or purpose (merriam-webster 2011)

Sustainability

1. A concept and strategy by which communities seek economic development approaches that benefit the local environment and quality of life. (Farr 2008)

Vacant Land

1. Can include “raw dirt,” property with abandoned structures, land with razed buildings, permitted agricultural lands, contaminated lands, and greenfields. (Bowman and Pagano 2004)

Zero-Lot-Line Development

1. A development option in which side yard restrictions are reduced and the building abuts a side lot line. Overall unit densities are therefore increased. Zero-lot-line development can result in the increased protection of natural resources. (Farr 2008)

